

From: [Robert Puglisi](#)
To: AAF_Comments@vhb.com
Subject: Fwd: Eve Samples: Smart-growth group lodges objection to All Aboard Florida - TC Palm
Date: Wednesday, December 3, 2014 3:16:32 PM

Begin forwarded message:

From: Robert Puglisi <bpuglisi511@yahoo.com>
Date: December 3, 2014, 3:13:38 PM EST
To: AAF <info@AllAboardFlorida.com>
Subject: Eve Samples: Smart-growth group lodges objection to All Aboard Florida - TC Palm

http://www.tcpalm.com/news/local-news/martin-county/eve-samples-smartgrowth-group-lodges-objection-to-all-aboard-florida_91433631

From: [Edna Joyce](#)
To: AAF_Comments@vhb.com
Subject: Fwd: Failure Notice
Date: Wednesday, December 3, 2014 12:27:15 PM

Sent from my iPad

Begin forwarded message:

From: MAILER-DAEMON@yahoo.com
Date: December 3, 2014 at 11:55:46 AM EST
To: nedjoyce36@yahoo.com
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<AAF-comments@vhb.com>:

Remote host said:

550 5.4.1 [AAF-comments@vhb.com]: Recipient address rejected: Access denied [RCPT_TO]

--- Below this line is a copy of the message.

Received: from [98.138.226.176] by nm8.bullet.mail.ne1.yahoo.com with NNFMP; 03 Dec 2014 16:55:40 -0000

Received: from [98.138.104.115] by tm11.bullet.mail.ne1.yahoo.com with NNFMP; 03 Dec 2014 16:55:40 -0000

Received: from [127.0.0.1] by smtp224.mail.ne1.yahoo.com with NNFMP; 03 Dec 2014 16:55:40 -0000

X-Yahoo-Newman-Id: 537572.92489.bm@smtp224.mail.ne1.yahoo.com

X-Yahoo-Newman-Property: ymail-3

X-YMail-OSG:

UV_WK3kVM1noUadIDgmTL_PmDLgrmIvlicN_EwTfvaYkYwh
7CIgBhuyEOYRnAC6BYsG8AcVY_LPPgjteVTI5uFHAsKAdYnww.q5IuqhE3TQ

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vUAp67TqKySnfaUStvmhVXv7Fdeb9PW8gTHnPAo6x
X-Yahoo-SMTP: B3eHBVKswBDupfvIzZk7L2Z1S5BcYHE-
Subject: All Aboard Florida
From: Edna Joyce <nedjoyce36@yahoo.com>

Content-Type: text/plain;

charset=us-ascii

X-Mailer: iPad Mail (11B511)

Message-Id: <F8F986DE-F159-4662-A071-1EB7B4B1B9CA@yahoo.com>

Date: Wed, 3 Dec 2014 11:55:36 -0500

To: "<AAF-comments@vhb.com>" <AAF-comments@vhb.com>

Content-Transfer-Encoding: quoted-printable

Mime-Version: 1.0 (1.0)

I am against All aboard Florida. We don't need a train going through our towns which will tie up traffic and cause noise pollution. It is as usual making money for a select few and taking money from the average taxpayer.

Thank you,

Ned Joyce

Sent from my iPad=

From: [Karen Sattler](#)
To: AAF_Comments@vnb.com
Subject: Fwd: Florida All Aboard
Date: Monday, December 1, 2014 7:29:03 PM

Dear Sirs,

I presently live on North Hutchinson Island in St Lucie county.

I have been following the progress on the attempt to bring high speed rail through the Treasure Coast. I see this being proposed without adequate consideration for the residents of the treasure coast. Across the country living adjacent to a busy rail service is not considered desirable.

In our case, being next to the rails has not been a huge burden, but is still an inconvenience and more than a little dangerous with the large number of on grade crossings in fairly remote areas. The level of increased traffic being proposed will increase the inconvenience to an unbearable level. From a few trains spaced fairly widely during the day to a possible 32 passenger and a large increase in the number and length of freight trains, the danger will increase dramatically. The on-grade crossings and the unprotected rail side in remote areas will be immensely dangerous to both travelers and to local people including children and domestic animals.

Many of the areas in question have rails in very close proximity to houses and businesses. The frequency of these trains and their inherent disruption to daily life will encourage people to take a chance at crossings which are not adequately protected. The constant vibrations from all of these trains will cause damage to structures and to infra-structures in all areas. The environmental damage to this very fragile area is not being addressed adequately.

The loss of local business hours due to the number and duration of gate closings will cost millions of dollars each and every year. Many businesses in this area of the state are already surviving with very small profit margins. The road traffic situation will result in delays at crossings of two to three times the actual length of time the crossing is closed. Shutting down downtown areas and the resulting traffic congestion and delay will multiply the loss to business in almost the entire treasure coast corridor. We cannot afford this; as the economy improves we must do what is necessary to make the treasure coast a more desirable place to live, both for young and old.

The information being provided by DEIS does not address the safety aspects and the environmental impact in a way that brings comfort to those who will be most heavily impacted. The environmental impact has not been addressed to the satisfaction of anyone with any knowledge of the area. The reality of the impending situation is being glossed over by DEIS. Our tolerance for trusting has been stretched way too far by our State and Federal government lately. If DEIS cannot answer and address all of the questions before approval we must not let this go forward.

After all of the above, maybe we should consider the advantages to the Treasure Coast. Oh, gee, there are none. There is not even a hint of the possibility that it would make it easier for any of us to get to Mimi or Orlando, and that is for the very few who would want to go to Miami.

AAF is an effort to provide a passenger rail service between two regions of Florida which will have a very limited number of travelers and with a zero chance of ever making any money. There is not a single passenger service in the US [maybe the world] which is self supporting---why should we believe that there is any reason that we should reduce our quality of life and provide public monetary support for this endeavor?

Revise the plan toward the use of the existing rail lines to the west of our area and you will probably turn the tide of public opinion your way.

Wayne Diestler
5167 N. Highway A1A
Fort Pierce, Florida 34949

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Karen Sattler
6240 East Forest Lake Road
Land O' Lakes
Wisconsin, 54540
kmsattler@gmail.com
Home Phone: 715-547-1142
Cell: 715-617-2242

From: [James Bolander](#)
To: AAF_Comments@vhb.com
Subject: Fwd: Getting railroaded
Date: Monday, December 1, 2014 8:10:54 AM

----- Forwarded message -----

From: **James Bolander** <jbolander1026@gmail.com>
Date: Sun, Nov 30, 2014 at 4:26 PM
Subject: Getting railroaded
To: aafcomments@vhb.com

I will not attempt to reiterate the many concerns about AAF enumerated eloquently and in detail in many other responses you have received. I agree with all of them.

I will only add that I am disgusted by your lack of concern for the welfare of citizens who will not directly impact your bottom line (i.e., the residents of Florida's Treasure Coast). I know you want to bury your heads and assume we will merely shut up and go away. Unfortunately for AAF, we will not.

I believe, along with thousands of other area residents, that AAF's proposed passenger rail service, along with the increase in freight trains over the next few years, will permanently damage our communities.

The only solution that will save our cities and allow you to pursue your agendas is to route trains further west, away from populated areas. That, of course, would drain excess profits from your greedy pockets.

It's probably too much to hope you would settle for honest business and reasonable profits, so I'll wish for you to lose this battle and go elsewhere. Or just go away.

Sincerely,

James Bolander, MD

From: BUCKZAN@aol.com
To: AAF_Comments@vhb.com
Subject: Fwd: High Speed Railroad
Date: Tuesday, December 2, 2014 8:00:45 AM

From: BUCKZAN@aol.com
To: AAFcomments@vhb.com
Sent: 12/1/2014 3:20:16 P.M. Eastern Standard Time
Subj: Fwd: High Speed Railroad

Mr. Winkle,

The high speed train as it is proposed will be going through Vero Beach and it is not what I and many of my neighbors feel is the right thing to do to help this area. It is another proposed fix that may look like the fastest and cheapest way to go - but, when it all said and done, it will most likely do more harm than good. This area is getting more populated every day. The majority of the population is seniors who are slow to react and that coupled with the general population adds up to an accident waiting to happen. High speed rail/passenger trains in a suburban area just doesn't make sense. You are trying to update a rail system that was never built for what is running on it now every day. Why not do it right from the beginning? Build it a bit further west in an area that is not heavily settled. Construct it with the future in mind. Start from scratch and do it right, make it last and expandable.

Lets hope that you and your fellow decision makers listen to the people who have to live with your decision day in and day out while you just move on to the next project.

Thank you.
John Zanardelli
Vero Beach, FL

From: [Connie Wilkerson](#)
To: AAF_Comments@vnb.com
Subject: Fwd: Legendary Golfer Advocates for the Marine Industry
Date: Monday, December 1, 2014 3:38:14 PM
Attachments: [Robert Winkle FRA.pdf](#)

Dear Mr. Winkle:

Attached please find a personal letter and marine industry video from Mr. Robert Roscioli regarding the All Aboard Florida project.

Check out this video on YouTube:

<http://youtu.be/UqAXx991IZQ>

Connie L. Wilkerson

Administrative Assistant to
Robert Roscioli, President & CEO
ROSCIOLI YACHTING CENTER, INC.
3201 State Road 84
Fort Lauderdale, FL 33312
Tel: (954)-581-9200
Fax: (954)-791-0958

From: [Jean Downing](#)
To: AAF_Comments@vfb.com
Subject: Fwd: NO! to All Aboard Florida!!!
Date: Tuesday, December 2, 2014 9:14:24 PM

Dear Sir(s),

I am writing to you to provide input regarding the proposal for multiple high speed trains traveling through my area as proposed by All Aboard Florida. I understand that input will be accepted until tomorrow, December 3, 2014.

Please be advised that I am adamantly opposed to the proposed high speed railway proposed by All Aboard Florida.

First and foremost, residents will be delayed due to the road closings in accessing emergency treatment and the delays will cause deaths. We have many old and sickly citizens who frequently need access to emergency medical care in my area. The nearest hospital (Lawnwood Regional Medical Center) requires ambulance transportation over the railway that All Aboard Florida intends to use for its project (Shorewinds Drive on North Hutchinson Island that crosses the railway en-route to U.S. 1 and the hospital). Our only access to facilities is across the lagoon is over an on demand opening bridge and the existing railroad crossing. Likewise, in the case of fires and other calamities occurring on North Hutchinson Island, emergency vehicles will be delayed in crossing the railroad tracks due to the frequent use of the rails and the blockage of emergency vehicles in support of emergency operations on the Island.

I, and all of my neighbors live on North Hutchinson Island because it is a quaint, quiet and rural beach side community. An occasional sound of a train fits in with the quaint atmosphere that we have invested in. The noise pollution of multiple high speed trains do not fit in with the ecological environment that we have invested in and cherish. In the event of high speed trains that All Aboard Florida proposes, we are sure to lose on our investments as property values are sure to decline and our style of living will be taken from us.

For those of us who work on the mainland of our county, there will be extra expenses to us in commuter time as roadway closures caused by multiple high speed trains will delay our commutes. An occasional road closure is tolerable. Multiple closures throughout the day is intolerable. In addition to lost personal and work time due to delays from road closures, there is the added expense of lost gasoline for many in idling cars while waiting for the trains to pass and the crossings to re-open.

In addition to my adamant opposition to All Aboard Florida's proposal, I also object to the use of funds supported by taxpayers' money!!!

Thank you for considering our input.

Jean Downing

From: [Janie Binnion](#)
To: AAF_Comments@vhb.com
Subject: Fwd: Opposition!!
Date: Tuesday, December 2, 2014 2:46:55 PM

Sent from my iPad

Begin forwarded message:

From: Janie Binnion <janie.binnion@gmail.com>
Date: December 2, 2014 2:26:12 PM EST
To: "AAF-comments@vhb.com" <AAF-comments@vhb.com>
Subject: Opposition!!

I am totally opposed to the plan to run high speed trains from Orlando to Miami...through Treasure Coast towns that will not benefit in any way. On the contrary those towns will suffer increased noise, increased pollution, and increased disruption of traffic and peace and quiet. I live on the barrier island and own two aging dogs that often have to be taken outside in the early hours. I can clearly hear the trains, across the Indian River, clearly hear the horns and the clatter of the rails on the tracks. I cannot imagine how those living nearby will endure up to 32 trains passing each day. If you want high speed between West Palm and Miami..that might make sense for riders,however I believe everyone realizes that the effort to build the system is the thinly veiled attempt to get ready for much, much more freight.Just look at the enlarging of the Port of Miami and the " truth" becomes evident. If it has to be, then build west of the turnpike. The best solution is not to build at all!!

Janie C. Binnion
211 Shores Drive
Vero Beach, Florida
32963

Sent from my iPad

From: SUNWRENT@aol.com
To: AAF_Comments@vhb.com
Subject: Fwd: Permit SAJ-2012-01564(SP-AWP)
Date: Saturday, November 8, 2014 9:08:49 AM
Attachments: [CommentsRegarding.docx](#)

My comments are attached re Florida All Aboard train.
Jane Schnee

From: SUNWRENT@aol.com
To: andrew.w.phillips@usace.army.mil
Sent: 10/30/2014 12:50:24 Eastern Standard Time
Subj: Permit SAJ-2012-01564(SP-AWP)

Attached to this email are my comments regarding All Aboard Florida's Permit Application # SAJ-2012-01564(SP-AWP)

Sincerely,
Jane Schnee

From: [Bob Poller](#)
To: [uscgd7dpbpubliccomment](#); [AAF_Comments@vzb.com](#)
Subject: Fwd: poller, robert port st lucie
Date: Sunday, September 21, 2014 2:20:39 PM

----- Forwarded message -----

From: **Bob Poller** <pollerbob@gmail.com>
Date: Sun, Sep 21, 2014 at 1:49 PM
Subject: poller, robert port st lucie
To: usc-gd7dpbpubliccomment@uscg.mil and aaf

I object to the AAF....railroad....

Adds time, confusion, creates a Le Mans start after bridges are opened, and will increase the taxpayers costs of keeping the lagoon and waterways safe and following rules.

We go on boats to get away from the noise and city-sounds. AAF, and the Fed RR Authority will only turn this concept into more trash, crap, audio pollution, and real increased risks to people and their boats and cars and bikes...of accidents and air contaminants. PLUS....there is no proof this concept will pay off their Gov guaranteed loans or even benefit anyone other than WP, FTL, and MIA. I bet they could not get "private investors" to put money into their scam.

Florida's waters are already at a tipping point. USCG, take a boat ride and see the problems up close. Fish and marine creatures are fighting to stay off the endangered or dead forever list.

Bob Poller Port St Lucie. [772 343 7369](tel:7723437369)

I have owned boats, and still do.... for over 50 years, all in Florida, and passed the USCG Boat Handling Course 40 years ago...my boating partner currently is on the "Marine Patrol Boat" program we have up here in the Treasure Coast. (Ben Goldberg)

From: few1291@aol.com
To: AAF_Comments@vhb.com
Subject: Fwd: Railroaded!!
Date: Monday, September 22, 2014 1:35:52 PM

My wife and I are Florida " Natives" born in FL 82 years ago and have resided here all our lives.

We both strongly object to the proposed, " All Aboard Florida" plans. Below are our contentions we are against!

Frank & Mayanne Warren

Sent from my iPad

Begin forwarded message:

From: few1291@aol.com
Date: September 22, 2014 1:21:09 PM EDT
To: "confedernet@aol.com" <warrenagency@att.net>, Laura Warren / State Insurance <lwarren@stateinsurancegroup.com>, Patrick Gleason / State Insurance <patrick@stateinsurancegroup.com>, Erin <pinkgeg@aol.com>, Ben Bailey <chefbenbailey@gmail.com>, Whitney Bailey <wmbailey001@gmail.com>, mize.justin@gmail.com, Sarah Beth <sarahbeth.warren@gmail.com>, vbspike7@aol.com
Subject: Railroaded!!

You have 72.days to let federal officials know how you feel about 32 more trains per day than we already have with the many freight trains.

As I see it, it will be of no value to the residents of Martin and St, Lucie Counties.

Secondly, it will severely blockade boat traffic at the RR bridge, severely hamper private passenger, freight & produce deliveries, and most importantly, emergency vehicles. Can you just imagine a home or business burning down because the fire trucks were blocked, or a death because the E.V. Could not get the victim to the hospital in time because they were blocked by one of those 32 trains? Also, the police vehicle being blocked and not being able to get to your 911 call.

Please write: John Winkle, Federal Railroad Administration, 1200 New Jersey Ave S.E., room W38-31, Washington, DC 20590.

E-mail: AAF_comments@vhb.com

Sent from my iPad

From: [Paul Popson](#)
To: AAF_Comments@vnb.com; [Reisman, Larry](#)
Subject: Fwd: St Lucie River - Federal Regulations - Title 33: Navigation and Navigable Waters
Date: Tuesday, November 11, 2014 6:30:58 PM

Please review my research and the sections of the Regulations I've cited under Title 33 Navigation and Navigable Waters.

I've also reviewed the Federal Railroad Administrations rules set up for the railroads to monitor and provide their own safety inspections.

I feel so much safer knowing that the "TRACK OWNERS" set up their own "MANAGEMENT PRACTICES" and assign a "COMPETENT ENGINEER" to implement their bridge management program.

It's also very reassuring that "BRIDGE OWNERS" get to decide competency of the railroad bridge engineer working for them.

Please review the complete Inventory, pursuant to Section 237.101 for the ST Lucie River Railroad Trestle owned by Florida East Coast Industries to determine if any Civil Penalties have ever been logged.

Also, if you get a chance, review Florida East Coast's track safety record pursuant to section 237.71 and 237.73 and all bridge program documents and records called for under Section 237.109.

I think you'll find information on a freight train derailment within a half mile of this trestle less than 10 years ago.

This expansion is not only unwanted and impractical, it is unsafe and unnecessary. We're counting on your good judgment to move this idea inland where it would be a win-win situation for all.

Make the right of way down town an exercise path and allow the rule of Eminent Domain to be used as intended.

Respectfully Submitted,
Paul D. Popson

----- Forwarded message -----

From: **Paul Popson** <pdpop1312@gmail.com>

Date: Tue, Nov 11, 2014 at 5:43 PM

Subject: Fwd: St Lucie River - Federal Regulations - Title 33: Navigation and Navigable Waters

To: shamil6931 <shamil6931@aol.com>, Bruce Kinkade <brucekinkade@yahoo.com>, Dick Goulston <seascuba1@gmail.com>, Jerry Blough <jblough606@aol.com>, Arthur Immerman <Arthur0831@msn.com>, skipperchris@gmail.com, Joe Gurski <gwazoo27@aol.com>

Except for "my" typo good to go. Thurs is Coast Guard session. Paper states they will not be taking any All Aboard complaints. Hope citing these sections of their own Regulations will change their minds.

----- Forwarded message -----

From: **Paul Popson** <pdpop1312@gmail.com>

Date: Tue, Nov 11, 2014 at 2:24 PM

Subject: St Lucie River - Federal Regulations - Title 33: Navigation and Navigable Waters

To: USCGD7DPBPublicComment@uscg.mil, laurence.reisman@tcpalm.com

Upon reviewing the Electronic Code of Federal Regulations there is substantial authority for the US Coast Guard to inspect, require, and enforce regulations pertaining to "waterfront facilities" upon which Florida East Coast Industries/All Aboard Florida owns and operates a railroad.

By definition 6.01-4, a "waterfront facility" " means all piers, wharves, docks or similar structures to which vessels may be secured". This includes "areas of land, water, or land and water under and in immediate proximity to them; buildings on them or contiguous to them and equipment and materials on or in them."

This area also falls under the command of a District Commander (Captain of the Port) "designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities".

Section 6.01-5, describes the area as a "Security zone", "if designated by the Captain of the Port", "to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or secure the observance of the rights and obligations of the United States."

It is my contention that the waterfront facility located on the St Lucie River in the form of a trestle and series of bridge abutments falls within the responsibility of the US Coast Guard Commandant.

Furthermore, that CERCLA, the Comprehensive Environmental Response, Compensation and Liability Act of 1980 requires and delegates authority to the Commandant to determine any "imminent and substantial endangerment to the public health or welfare of the environment". Having the authority to assess penalties, amend existing permits and require environmental assessment or impact statement under the "National Environment Policy Act of 1969, as amended, (42 U.S.C. 4321 et seq)".

I therefore, respectfully request the Deputy Commandant for Operations and or his delegate immediately declare the St Lucie River Trestle a Security Zone and take the necessary steps to implement an environmental assessment and impact statement to include substantially unresolved controversies involving the public and local governmental agencies concerning the current and future safety of the rail trestle bridge and transportation of potentially hazardous substances, pollutants and or contaminants over the St Lucie River in Stuart, FL. by and or for Florida East Coast Industries and its parent corporation.

Respectfully Submitted,

Paul D. Popson

415 NW North River Drive Unit 201

Stuart, FL 34997

From: dermha@comcast.net
To: AAF_Comments@vzb.com; John.Winkle@DOT.Gov
Subject: Fwd:
Date: Wednesday, November 12, 2014 10:34:43 AM

Ellen Bernstein
236 Village Blvd.
Unit 1205
Tequesta, FL 33469

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC20590
November 11, 2014

Dear Sir,

I write to you in support of more rail service in Florida and throughout the country, but I cannot support **All Aboard Railroad** because of where it will be situated. Putting it on the existing tracks that run along A1A, a major North, South artery in the area along with a drawbridge across the intracoastal to our south places us in a prison of transportation byways.

By using the existing tracks and placing an additional 13 freight trains, which are quite long, well over 100 cars and 32 high speed passenger trains, you will be putting this areas population in a virtual prison on a island created by this action.

I think it's a great idea and I would use it to go to Miami. But if anyone in our area needs to get to the hospital and the trains are passing, we can be delayed for half an hour, maybe more. It can become a matter of life and death especially with so many seniors in the area. I believe strongly that new tracks should be laid further west, where the population is very sparse and it will not have the same impact on people.

I love our little town of Tequesta and I do not think this additional burden will enrich the quality of life for us, the people who are lucky enough to live here.

Thank you for your attention,
Ellen Bernstein

From: [George Blythe](#)
To: AAF_Comments@vnb.com
Subject: Get off the train
Date: Wednesday, November 12, 2014 8:57:38 AM

One of my concerns is the Wind Wash that will follow the train. Everyone has experienced the gust of wind wash from a 18 wheeler traveling at 50-60 miles an hour. That practically knocks you down, imagine a train 6-10 times as long going almost twice as fast.

I have had the pleasure of riding the high speed train from London to Paris. Every time we went under an overpass I ,inside the train, could feel a substantial pressure increase, caused by the ricochet , back at the train, of that wind wash. If one were standing at a crossing it would surely knock you down, and the dust and dirt that was kicked up would sand blast you.

There are other concerns, but let's handle them one at a time. George Blythe 772-633-1824

From: [Robert Puglisi](#)
To: AAF_Comments@vzb.com
Subject: Go Away!
Date: Thursday, November 6, 2014 5:08:52 PM
Attachments: [Video.MOV](#)

From: [Flaugh Family](#)
To: AAF_Comments@vfb.com
Subject: Go West - AAF in Martin County
Date: Monday, December 1, 2014 9:33:43 PM

Dear Federal Railroad Administration:

I am a lifelong resident – born and raised - in Stuart, FL (46 yrs!). I typically do not speak-up too loudly on issues and I appreciate good growth in our town which makes it more attractive for young professionals to move here. I oversee physician recruitment and relations at Martin Health System. We brought more than 100 new physicians to our area over the last 2 years with the opening of a new hospital in Tradition in Port St. Lucie. I am alarmed at recent comments and actions on the part of our physician business community who are planning to sell houses or look for places of business on one side or the other of the train tracks in Martin County to avoid AAF. AAF is changing the way new/soon-to-be homeowners and business owners are considering our area as they plan where to live and work (or not). If you've been here, you know, we have a very unusual slow growth coastal South Florida community that will be changed forever with the addition of high speed trains though our small town infrastructure.

Please consider moving AFF to tracks inland through Martin County. Even the I-95 path is far west to avoid the low density high-value environmental areas of Martin County. This would be the best long term ROI and sustainable path for the high speed railroad development now and well into the future!

Thank you,

Jenny Flaugh

From: MASTEQ@aol.com
To: AAF_Comments@vzb.com
Subject: GO WEST - OR GO AWAY
Date: Friday, September 26, 2014 11:50:39 PM

Stop trying to ruin our town and Stuart city center when all that you have to do is run this "bullet train" on your western-most tracks and leave us alone!

Michael Sessions

From: [Robert Puglisi](#)
To: AAF_Comments@vzb.com
Subject: GO WEST AND LEAVE US ALONE!!!
Date: Tuesday, December 2, 2014 9:39:40 AM

This train will destroy our good life.

From: [Danielle Ohanesian](#)
To: john.winkle@dot.gov; AAF_Comments@vhb.com; towncouncil@jupiter.fl.us
Subject: GO WEST
Date: Sunday, October 5, 2014 11:04:59 AM

I am disappointed in the EIS report, but not surprised since it was done on behalf of AAF. In my opinion, development in Florida was planned very poorly. The housing was built basically on top of the rail lines. I believe that as important as the rail industry is, in this century, it is no longer feasible to implement it safely without uprooting thousands of citizens living along the treasure coast. It also will be a major impediment for the marine industry and safe navigation of the waters. With the loss of boating access, we will lose tourism and jobs. With the increase of tourists using AAF, you will lose twice as many tourists visiting our state due to obstruction of waterways. It is a major source of safety concerns, accessibility of hospitals, traffic delays and police protection. Please move the tracks west. Henry Flagler put the railroad here a hundred years ago when population was a fraction of what is now. Because of poor government oversight and planning on how our towns were built up, we will be made to suffer. Please don't make the residents pay for our poor governing body who have over built our communities without our input. Thank you.

Danielle Ohanesian
Jupiter Florida

Sent from my iPad

Sent from my iPad

From: [Judith Rox Klima](#)
To: AAF_Comments@vzb.com
Subject: Grave concerns
Date: Monday, October 20, 2014 4:08:28 PM
Attachments: [AAF.docxword.docx](#)
[ATT00001.htm](#)

From: [Tracy Siani](#)
To: AAF_Comments@vfb.com
Subject: Great Idea For Whom?
Date: Wednesday, December 3, 2014 11:25:25 AM

A high speed train is a great idea for commerce and the owners, but is AAF really a great idea for our Florida residents?

Will coastal residents drive south to Miami, Ft. Lauderdale or West Palm Beach to pay to travel north to Orlando?

Will the shipping containers from the Port of Palm Beach clatter through our communities 32 times per day?

Will our local workers crossing the tracks between street crossings be endangered 32 times more each day?

Will our local workers find their foot paths blocked by barriers to force them to walk the extra miles each day to a crossing?

Will the Emergency and Fire/Rescue trucks cross the tracks when needed or only on the train schedule?

Just who is the beneficiary of AAF?

Sincerely,

Tracy Siani
79 Lighthouse Dr.
Jupiter, FL 33469

561-746-7313

From: RickCoroniti@aol.com
To: AAF_Comments@vzb.com
Subject: greed
Date: Monday, November 10, 2014 2:54:11 PM

anyone who votes for the train issue is either making money off of it, or is nuts

RSCoroniti

From: [Hugh Aaron](#)
To: AAF_Comments@vhb.com
Cc: info@AllAboardFlorida.com
Subject: Greenway Opportunity
Date: Wednesday, November 19, 2014 8:20:09 PM

Dear Mr. Winkle

In reviewing the draft EIS for the All Aboard Florida project, I was surprised to find that no consideration has been given for the inclusion of a greenway in the proposed High Speed Rail Miami to Orlando. I believe that a parallel greenway should be included in the final EIS.

A greenway offers many benefits, including:

- Attracts tourism and jobs;
- Reduces CO2 & NOx emissions and other air pollutants;
- Promotes multi-modal connections to the train stations;
- Reduces parking needs at the train stations;
- Reduces traffic congestion in the impacted communities.

Given that the construction will be required to expand the existing rail lines to accommodate the new high speed trains, this is an ideal time to construct a parallel greenway. Let's not miss this once in a lifetime opportunity to add a feature to the project that will benefit everyone, including to communities such as mine (Indian River County) where no stop is currently planned.

Hugh

Hugh Aaron
Director of Membership and Advocacy
Vero Cycling, Inc.
hugh@theaarons.com
804-690-9720 cell/text

From: [Michael Underwood](#)
To: AAF_Comments@vnb.com
Subject: guardians of martin co, letter re: AAF
Date: Tuesday, December 2, 2014 6:58:01 PM

I support 100%

From: [ellen.moody](#)
Subject: Help.. All Aboard Florida will have a very damaging impact on our town and surrounding communities
Date: Thursday, November 6, 2014 10:18:57 PM

Please speak up to stop this project from getting any more support from our officials that should be protecting us.

Please help to make the terrible environmental and economic impact from this horrendous project public. It does not make sense for so many communities to be damaged by the upheaval in our ability to reach our hospitals, seashore, turnpike and interstate.

ALL ABOARD FLORIDA does not make any sense to most of the towns through which it plans to travel. These towns would not receive any benefit but would be burdened with maintaining the equipment that is needed to add 32+ trains that will bisect their towns daily.

The flow of our maritime traffic would be slowed down, disrupted and negatively impact our real estate, tourism, leisure and boating industries.

Please help to STOP these trains now before this poorly conceived project keeps moving closer to a very bad reality.

Thank you for everything you do to support all of the towns that rely on you and are not receiving enough support in getting the facts out and stopping the funding for this project.

Sincerely, Ellen Moody

From: npaster@juno.com
To: AAF_Comments@vzb.com
Subject: High speed passenger rail service in Florida
Date: Thursday, November 13, 2014 2:35:57 PM

Mr. John Winkle
Federal Railroad Administration

Dear Sir:

We are writing to object to the \$2.25 billion project that will send high speed passenger trains thru Martin County, Florida.

As new residents of Stuart, Florida, we object to the FRA providing funding for this project. Not only will completion of this project severely disrupt traffic flow thru communities and towns adjacent to the train tracks, but the noise made by the high speed trains will adversely impact the residents of those communities adjacent to the train tracks.

Molly and Alfred Pasternak
5132 S E Club Way #103
Stuart, Florida 34997

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<http://thirdpartyoffers.juno.com/TGL3141/546508076a9e80678d3st04vuc>

From: [Lois Patton](#)
To: AAF_Comments@vzb.com
Subject: High speed rail project, Treasure Coast Florida
Date: Thursday, November 13, 2014 4:14:22 PM

Sirs,

This country, and our state of Florida, are behind in developing rail transportation. No one will argue that fact. At the same time, doing so at the expense of small, tourist-based communities is an unacceptable approach. High speed rail through our city of Ft. Pierce will negatively impact our quality of life in so many ways it is impossible to believe it is being seriously considered. Those of us living on the barrier island have only one access to the mainland—and it is across those tracks. EMT services, hurricane evacuations, and normal day-to-day business will be delayed several times an hour. This fact, along with the additional noise levels from both increased freight trains and the numerous high speed passenger trains will have a negative impact on the fragile downtown commerce of the city.

We are all familiar with the NIMBY, “not in my back yard,” attitude that often stands in the way of progress. However, I implore you to recognize this is a case where the residents of the Treasure Coast have every right to object to this project. The future of our cities and the well-being of our citizens would be sacrificed when there are other options for bringing high-speed rail transport to the area. Please stop this project in its tracks.

*Lois and Ralph Patton
104 Southstar Drive
Ft. Pierce, FL 34949*

From: [JOYCE STOLTZ](#)
To: AAF_Comments@vnb.com
Subject: High Speed Rail Service All Aboard Florida
Date: Sunday, October 26, 2014 3:58:31 PM

I wish to voice my strong objection to the proposed high speed rails service connecting Miami and Orlando Florida.

I have lived in Florida more than 50 years and realize that change is inevitable and often necessary for the greater good. The negative impact of the rail service will greatly outweigh any positive.

I live in Indian River County, about 1 mile from two rail crossings. Although the studies did not include my home as one that would lose value if the rail service is approved, I am sure it would lose value. At this time we hear the trains that pass. They are infrequent and not a major issue. Increase the frequency and they will be a major issue. The peace of my backyard and that of all my neighbors will be gone forever. Loss of quality of life is not a trivial issue.

Traffic. From our neighborhood on the east side of the railroad we must take our children to school across the tracks, go to medical appointments, church services, shop and many other necessary trips. We cross the tracks many times each day. As a social worker I remember listening to a family whose father died as he lay in an ambulance waiting for a stalled train to pass. Increased trains will mean more incidents of this nature. Both hospitals in Indian River County are on the east side of the tracks.

Common Sense AAF officials say the train service will benefit the public by reducing auto traffic between Miami and Orlando. Really? Who will want to ride these trains? If a family wanted to go to the Disney area from Miami why would they choose to ride a train? The transportation would be more expensive and once they get to Orlando they would have to rent a car if they wanted to see the many offerings of the Orlando area. It makes no sense.

Please protect the greater good and stop All Aboard Florida. Joyce Stoltz , Vero Beach, Florida

From: [Sally Maio](#)
To: AAF_Comments@vnb.com
Subject: High Speed Rail through Sebastian
Date: Wednesday, December 3, 2014 9:24:11 AM

I wanted to add my comments before it is too late to do so regarding the planned AAF high speed rail which will take an additional 32 train trips through our beautiful City of Sebastian each day at a speed of 110 miles per hour. The City of Sebastian staff has submitted comments based on citizen surveys and its review and did an outstanding job of reviewing the DEIS and found it lacking as it pertains to our piece of paradise. I sincerely hope that someone takes the time to read it.

I have been learning as much as I can about the history of Henry Flagler's entry into Florida, his reasons and his benefit. I am left wondering what the land grants given to Mr. Flagler and his corporations by State of Florida political leaders in the late 1880s have anything to do with today's world. There seems to be a level of arrogance when the discussions turn to the over 2 million acres granted to Mr. Flagler straight down the east coast of Florida and passed down to his heirs and affiliates through the last 125 years. Mr. Flagler is credited with bringing people to Florida so his train was seen as a benefit to the growth State of Florida. I say they would have come anyway.

According to history, the train failed from Miami to the Keys and passenger rail ceased in the 1960s along the coast. When my husband and I decided to move to Florida from Connecticut in 1984, we traveled here via I-95 and never really paid much attention to the train that ran north-south through the City of Sebastian business district except for the rare times that we were stopped while the train crossed. My husband then purchased an auto body shop in Sebastian in 1986 and he is there still today. The train passes by his window directly to his east and he has grown accustomed to the sound though the freight trains rattle his windows and shake the building when it is extremely laden with rock or other heavy materials. We now face the painful truth that added to the already heavy and loud freight trains, he and his residential neighbors will be affected by 32 additional trips a day, vibrating their homes, shaking them in bed at night, and perhaps causing damage to the buildings themselves and most definitely the peace and health of the people living in them. I hear your thoughts, well they decided to buy near the tracks! There are not many places in Sebastian you don't hear the trains and 75% of our commercial district in our town of 23,000 and residences along the Indian River Lagoon and in the old Sebastian neighborhoods are situated directly along US Highway 1 which the tracks follow here.

In the past I have taken the train to visit family in CT just for the adventure, and my trip started in Kissimmee on the Amtrak that runs up through the State, one leg from Miami and one leg from Tampa if I am not mistaken. Those tracks have been there for years and quite adequately provide long distance transportation. Florida is a State of an abundance of wild undisturbed area and the coastlines are where the people flock for the beauty of our waters. Why was there never any consideration of moving the tracks inland into areas of right-of-way along highways as AAF is doing on the Beach Line 528, what a perfect solution. The I-95 corridor would be a perfect location to take the tracks around the counties of Martin, St. Lucie and Indian River which have their heaviest commercial districts on US 1 and will reap absolutely no benefit and only detriment from the high speed rail because no stops are anticipated in any of those counties. As a matter of fact old maps show a track spur in that area. Instead they have created a fear in all of us that the lives we

know now will be forever changed after the installation of double tracks, and on top of the already heavy freight traveling through the heart of our City, we will have our City cut in half 32 additional times per day.

Henry Flagler and the politicians in the 1880s probably never anticipated the calamity and pain they would bring to people's lives in 2014 as we anticipate the downfall of our little City for the benefit of visitors to Orlando and Miami. Or maybe they did, and the land grants were compensation for his bringing the right people to Florida. Read the history books, it does not paint a pretty picture of the land grab...er grant!

I know this message is based on emotion and conjecture and perhaps not the facts of the matter that you are seeking, but I am left wondering, is it really the plan to be able to move trainloads of people 32 times a day from Miami to Orlando up the east coast of Florida and do it any quicker than if someone were to rent a car in either location and drive up the turnpike in the same amount of time? Most people want a car to move around in. High speed rail has not worked very well in other areas of Florida, or is this, as I am hearing, more likely an idea to get the double tracks in and be able to move more freight through our already overburdened city commercial districts and waterways in the future? Does the fact that Henry Flagler was given over 2 million acres of land for his trains have any relationship to today's world and FEC's continued stance that "we" are crossing their land and "they" have a right to do whatever they choose in our town and charge us for it. I'm pretty sure our Main Street right-of-way was there long before Henry Flagler got that grant. Doesn't make any common sense to me. People are what matters. Corporations are about making money and they should do their due diligence to find a beneficial solution to make peace with those of us who live here and will live with this for the rest of our lives. People and businesses will be forced to move to maintain some sense of peace in their lives. Why can't AAF find another way? I have heard myself say so many times through this, "this is bigger than any of us and it won't matter what we do or say", because as we all know big money always get their way and the people affected are left to just live with it.

Please read the comments that come from you from so many here, the towns and cities, the counties, the Coast Guard, the historians trying to save our historic districts, the emergency services organizations, the neighborhood associations, the environmentalists – really read them. Sebastian and many others in the Treasure Coast area were left out of it all. We are here and we just want to be heard.

Sally

*Sally A. Maio, MMC
City Clerk
City of Sebastian, FL 32958
(772) 388-8214
smaio@cityofsebastian.org*

From: jwlchris@aol.com
To: AAF_Comments@vfb.com
Subject: High Speed Rail
Date: Wednesday, November 12, 2014 9:17:53 AM

Please discontinue your efforts to go forward with the All Aboard Florida high speed rail service.
Thanks in Advance
Jim Christoffersen

From: [Pat.Helen](#)
To: AAF_Comments@vnb.com
Subject: High speed rail
Date: Friday, September 19, 2014 6:13:55 PM

Allowing this is so wrong on so many levels..it would permanently scar our beautiful coast not to mention the hazards that would be created.

Sent from my iPad

From: NORMD70@AOL.COM
To: AAF_Comments@vzb.com
Subject: HIGH SPEED RAIL
Date: Monday, December 1, 2014 2:27:36 PM

FROM THE TREASURE COAST OF FLORIDA.
WE DO NOT WANT A HIGH SPEED RAIL TO RUIN OUR WAY OF LIFE.

THIS GIVES US ZERO BENIFITS 🙄

NORM & PEARL DAVIS

From: [Terry](#)
To: AAF_Comments@vnb.com
Subject: high speed rail
Date: Sunday, October 26, 2014 2:33:11 PM

As a long time resident of the Treasure Coast a I must express my concern for the proposed 32 per day trains running from Orlando to Miami. This country was founded on the premiss of For the People, By the People and Of the People. The residents of the Treasure Coast have spoken and voiced that this rail service is a major detriment to our communities. Locating the tracks through the less populated center of the state would make the most sense.
Theresa Wood, Port St Lucie, Fl

Sent from my iPad

From: [Tom Pease](#)
To: AAF_Comments@vfb.com; john.winkle@dot.gov
Cc: notallaboardflorida@gmail.com
Subject: High speed Rail
Date: Monday, December 1, 2014 11:39:51 AM

I own 3- 6000 sq ft commercial buildings that are less than 30 feet from the rail road tracks here in Vero Beach. I am very concerned about my 30 employees and customers in the event of an accident, not to mention the effects it would have on my property and or my Business. I would like to ask for a response in regard to safety measures that will be put into place, and what the speed of the train will be at the 12th St crossing here in Vero. Sincerely,,,, Thomas L Pease

From: [Tammy Ware](#)
To: AAF_Comments@vfb.com
Subject: High Speed Railroad through downtown Fort Pierce
Date: Thursday, November 27, 2014 9:36:38 PM

It is my understanding that a full environmental impact study was paid for by All Aboard Florida. That study may not have included the potential noise pollution and air pollution from the diesel engines, and more.

There are no benefits to the Treasure Coast area under the current plan. Our downtown area which has been rejuvenated over the last ten years will decline. Local restaurants and businesses will be hurt by less people going to downtown. No one wants to be stopped by the train even once a day, never mind more than 30+.

I am against the high speed train when there is plenty of land available west of town to accommodate this project. The current people who will benefit are the counties to the south and north of us and we will pay the price.

I vote NO to BIG CHOO CHOO!

Tammy Ware
1845 Sandhill Crane Drive
Fort Pierce, FL 34982
taware99@gmail.com

From: pbierens@juno.com
To: AAF_Comments@vzb.com
Subject: High Speed Railroad
Date: Monday, October 6, 2014 5:03:17 PM

To: Mr. John Winkle, Federal RR Administration

From: Paul Bierens
86 Crooked Tree Ln
Vero Beach, FL 32972

Dear Mr. Winkle

We are adamantly opposed to high speed rail service that would use the existing RR tracks that go through Vero Beach, FL.

We are residents in an over 55 condominium community that is one half mile from the railroad tracks. Already several freight trains utilize these tracks day and night. Their rumble, air horns, and traffic disruption are already a large inconvenience and irritation in our community. The proposed up to 32 high speed trains traversing the same tracks would be devastating to our entire city.

There is no advantage whatsoever to Vero Beach of having high speed trains ripping thru our city. No stops are scheduled here or other cities along the I95 corridor until West Palm.

If high speed trains are viable economic assets, they will only be economic assets to Orlando and Miami and then mostly to the private companies in both cities.

High speed trains should run on dedicated rail lines and away from cities and towns. There is plenty of open spaces such a rail line could traverse.

Please use your office and influence to "derail" the proposed high speed rail service through Vero Beach, FL.

Sincerely,

Paul Bierens

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From: [Mary Ann Korkuc](#)
To: AAF_Comments@vfb.com
Subject: High Speed railway
Date: Friday, October 31, 2014 4:27:55 PM

To whom it may concern,

I live and work in the subject area of the high speed train now for almost 14 years. I previously lived in south Florida counties that favor the train. I moved here for a quality of life not found in Dade Broward or palm Beach counties. The people there are rushed, pressured and angry, time is precious because there are so many people that it takes forever to move from one side of the city to the other. For them chaos and inconvenience are a way of life. Not so in the Treasure Coast.

The Treasure Coast is just that a treasure for the people living and working here, the pace is slower, congestion less, people are more friendly. Your proposed trains would change our way of life here, they would in my opinion decimate our quite tranquil way of life here. The trains would travel through the downtown of Stuart, Jensen Beach, Fort Pierce, Vero Beach and more. Our outdoor dining in these locations and the walkable downtown atmosphere would be ruined by the noise pollution, accessibility would be limited to these areas, many annual festivals and some weekly events like "Jammin Jensen" would be inaccessible due to the location of the train tracks. The train trestle that traverses the St Lucie inlet is nearly 100 years old, and slow – it would be constantly in the upright position to allow the number of trains you are proposing, limiting access for boaters and dramatically reducing property values for waterfront properties west of the tracks. Trains traveling through the areas of Jonathan Dickenson and Savanna preserve would have devastating effects on the environment and our beautiful wildlife.

I plead with you to re-route the train west of our pristine area. There are available tracks west of our towns that would be less impacted by your train. I know these tracks are owned by another competitor company, but your proposal would be better received by our community if you were to cooperate with us and the owners of the other tracks. Collaboration would also be profitable for both your passenger and freight service. After all this is what this is really about isn't it? The future of the rail service because we all know that Americans are too in love with their motor cars to give them up. We don't have the additional support services for public transportation to the areas you seek to service.

I hope this doesn't fall on deaf ears – if you want our support then please work with us and cooperate with the owners of the western tracks.

Kind regards,

Mary Ann Korkuc
Broker-Associate
Boca Executive Realty
1850 SW Fountainview Blvd #202
Port St Lucie, FL 34986
772-528-6317 cell

866-207-6317 fax

maryann@bocaexecutive.com

Your referrals are the greatest compliment I can receive!

From: [David Hubert](#)
To: AAF_Comments@vnb.com
Subject: High Speed Tracks for High Speed Passenger Trains
Date: Sunday, October 26, 2014 5:33:20 PM

Dear Mr. Winkle:

In 1994 Amtrak introduced to the Pacific Northwest, new passenger trains called the "Cascades." They are manufactured by the Spanish company, Talgo. They are high-speed trains that can run well over 100 miles per hour. There in the United States, they run to and from Eugene, Oregon and Vancouver, British Columbia. Below is a short quote from its Google website "Amtrak Talgo."

"Service on the Cascades route is provided by five articulated trainsets manufactured by [Talgo](#), a Spanish company. These cars are designed to passively [tilt](#) into curves, allowing the train to pass through them at higher speeds. Despite a maximum design speed of 124 miles per hour (200 km/h), current track and safety requirements limit the train's speed to 79 miles per hour (127 km/h), although \$781 million work is currently underway for the Cascades route which will allow them to operate at speeds up to 110 miles per hour (180 km/h)."

Most of the reporting at this time around here is about the number of trains and how fast they will go. But it seems no one has questioned the ability of the tracks to handle such high-speed trains. Amtrak out West didn't seem to recognize the limitation and now is spending \$781 million of somebody's money to upgrade the tracks so the "Cascades" can live up to part of its potential. Is that part of the All Aboard Florida plan or have they overlooked that possibility? I don't know how old these track are, but I doubt they have seen many 100+ mile an hour trains. Do you know the speed limit of the freight trains that run through Stuart? Will these present tracks be suitable for 32 high speed passenger trains?

Regard,
David Hubert
2950 S. E. Ocean Blvd. 2-3
Stuart, FL 34996
772.324.8081

From: [Bernard Carmell](#)
To: AAF_Comments@vfb.com
Subject: High speed traffic through Stuart Florida
Date: Wednesday, November 12, 2014 6:48:32 PM

Gentlemen:

I am totally opposed to any high speed rail traffic through Stuart Florida.

1. First of all, this ploy is based on increasing container traffic not passenger service.
2. The disruption to boat traffic and vehicle traffic at each crossing is unacceptable.
3. The noise and environmental pollution is unacceptable.
4. If any Government funds are applied to this project, there should be personal guarantees not LLC structured to go bankrupt leaving the citizens holding the bag, i.e. we are the government.
5. There is no economic benefit to this area resulting from high speed trains.
6. The Treasure Coast area is special and developed as a retirement and vacation destination. Change the environment and this will no longer be true.
7. Many retired people purchased properties in this area based on the quality of life. High speed trains reduce the quality of life by mandating you sit in traffic (often) waiting to cross the tracks.
8. People going to work will be late. Emergency vehicles will not be able to respond as required. All of this impacts air quality due to thousands of vehicles running at idle waiting to cross the tracks.

Please do not allow this to pass, funded by the government or not.

Bernard F and Sandra E Carmell
2908 SW Shinnecock Hills Court
Palm City, Florida 34990

From: [Bill Murphy](#)
To: AAF_Comments@vfb.com
Subject: High speed train -
Date: Wednesday, December 3, 2014 2:04:17 PM

To Whom It May Concern:

I am totally against your high speed train roaring through the Treasure Coast. There is plenty of land west of those areas to achieve your goal.

Yours truly,
William C. Murphy

From: [Barry Burge](#)
To: AAF_Comments@vnb.com
Subject: High speed train between Orlando and Miami
Date: Tuesday, October 28, 2014 10:47:03 AM

October 28, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S. E.
Room W38-31
Washington, D.C.. 20590

Dear Mr. Winkle

It is quite obvious the proposed rail plan is prepared to most facilitate the initiators at the lowest cost to them and in the most expeditious time possible, while casting a huge detrimental financial and environmental cost on to the residents of a large portion of the east coast. Not even to mention the health, safety or of lowering the quality of life to the hundreds of thousands of people this will affect now and hugely more so if it requires expansion in the future. Were the previous determinations wrong in moving the major highway systems west of the most populated areas?

In view of the recent train derailments in the west, the question will not be a question of if, but when one of these high speed trains will hit a school bus, a gas tanker truck or derail within a city. There will also be innumerable delays of emergency vehicles along the breadth of this track. Is the local tax payer to bare the costs of all the barricades, crossing protections and sound abatements? What is their benefit? This proposed system will only generate a shadow along the east coast of Florida diminishing more of the cherished beauty and quality of life of living in Florida. This is not a future orientated plan.

Respectfully,

Barry G. Burge
18 Vista Palm Lane
Unit 204
Vero Beach, Florida 32962
Sent from my iPad

From: [Rachel Lapointe](#)
To: AAF_Comments@vhb.com
Subject: High speed train
Date: Friday, September 26, 2014 4:43:18 PM

I am a resident of Vista Royale and I am against the high speed train proposal.
Rachel Lapointe

Sent from my iPad

From: [Terry Laabs](#)
To: AAF_Comments@vnb.com
Subject: High speed train
Date: Monday, December 1, 2014 2:43:10 PM

I'm opposed to this train coming through my Vero Beach community for many reasons: fire and rescue stations on the other side of track, ambulances on opposite side of track from hospitals, crossings are close to my community and homes where there will be many, many whistle soundings that will disrupt the quiet we do have, property values are just starting to go up from the "crash" and these trains will send it downward again. Many of our favorite eateries and other businesses are very close (a matter of yards) to the tracks, we can see these businesses closing due to lack of business. I suspect there will be much more freight trains than passengers and I can imagine long waits at these crossings. We already have some very long trains with excess of 50 or more cars.

It seems there are other places to set up these trains, like in the center of the state along CR27 or possibly along the Florida turnpike/I95 IF it is really necessary to have more trains. Folks are also wondering what the cost will be for passengers to travel from Miami to Orlando? I can't see family tourists paying for transportation to travel when they could have more movability with an auto.

I don't like my tax dollar being spent on something that I didn't get to vote upon.

From: [William Harrigan](#)
To: AAF_Comments@vnb.com
Subject: High Speed train
Date: Monday, December 1, 2014 12:13:43 PM

To whom it may concern,

I have a family with young children & we live 1/4 mile from the tracks in Hobe Sound. I am so against this high speed train!!!

Regards, Bill Harrigan
8167 SE Windjammer Way
Hobe Sound

Sent from my iPad

From: [Nancy Jones](#)
To: AAF_Comments@vhb.com
Cc: [Nancy Jones](#)
Subject: High Speed Train
Date: Wednesday, December 3, 2014 2:49:02 PM

My husband and I think it is a mistake to route the high speed train through Martin and St.Lucie counties. We can envision long lines of traffic backed up while the train goes through. Since this is likely to happen many times a day, I think it is advisable to route the train to the western part of the county where there is less traffic.

Bob and Nancy Jones
3715 SE Middle St.
Stuart, FL 34997

From: [bab54](#)
To: AAF_Comments@vhb.com
Subject: High Speed Trains along Treasure Coast of Florida
Date: Wednesday, December 3, 2014 5:11:32 PM

Twenty years ago we spent a long time searching the state of Florida for the ideal place to retire. We found it in Martin County. We have been so happy here, and while there have been many changes over the years, it still has a quality of life that is hard to find anywhere.

We strongly object to the AAF trains that are proposed through this area. It will be unsafe for everyone, it will destroy the quiet, laid back atmosphere here, and it will ruin our tourism. The boating industry and recreational boating will be devastated.

There are very few successful high-speed trains in the entire world. We do not believe the trains through the Treasure Coast could be remotely successful.

PLEASE DO NOT ALLOW THIS PROJECT TO RUIN THIS BEAUTIFUL AREA AND SPOIL SO MANY LIVES.

Barbara and Edward Battey
1140 S. W. Chapman Way
Palm City, Florida 34990

From: [Eileen Healy](#)
To: AAF_Comments@vfb.com
Subject: High Speed Trains in Florida
Date: Wednesday, December 3, 2014 11:31:22 AM

Please review plans and consider tracks along I-95, tracks along the Florida Turnpike or the CSX tracks. All of these routes are more direct than Miami to Cocoa Beach to Orlando and many of the miles of track would run through open land NOT affecting marine industry, property values, pedestrian (yes, in some communities people walk to the water and will have to cross your train tracks) as well as vehicle traffic, etc.

There is absolutely no benefit to the beautiful coastal communities that you plan to run 32 trains daily!

NO ALL ABOARD FLORIDA from Miami to Cocoa Beach to Orlando!

Mary Healy
5817 Pine Ridge Cir
Vero Beach, FL

From: [Wilette Murphy](#)
To: AAF_Comments@vnb.com
Subject: High speed trains thru stuart fla
Date: Friday, November 7, 2014 5:27:24 PM

NO!! This is our worst nightmare! I have lived here in Stuart Fla for 33 years.. We have painstakingly built our little town up to be a very fun funky tourist/locals friendly town! Thousands of hard earned money has gone into restoring this town. The tracks separate a newly developed part of town with new shops and restaurants that we can walk to. This project will destroy everything we have worked for here! Please!! Hear us!! The tracks can go out west of here.. Creating jobs.. We beg you ! Hear our little voice.. We are saying NO!keep this away from our beautiful town .. Come and see us for yourself! Thankyou, Wilette Murphy
Sent from my iPhone

From: [URSULA LEAHY](#)
To: AAF_Comments@vhb.com
Subject: High speed trains
Date: Wednesday, December 3, 2014 12:28:15 PM

From: ruleahy@msn.com
To: AAF_comments@vhb.com
Subject: High speed trains
Date: Wed, 3 Dec 2014 11:56:36 -0500

We do not want ***non-stop, high speed*** trains running through Indian River County multiple times per day. Your proposal offers no service, or benefit, to residents and tourists here in Indian River County. Further, your proposed non-stop high speed trains will cause traffic problems, noise problems and added danger all along the line to both people and wildlife. Send your trains on an inland route directly from West Palm Beach to Orlando, not through our communities and downtown areas.

Robert and Ursula Leahy

From: patticroswell@juno.com
To: AAF_Comments@vfb.com
Subject: High Speed Trains
Date: Monday, December 1, 2014 3:50:00 PM

Why would we on the Treasure Coast want up to 32 daily high speed trains racing through our towns, stopping traffic, causing air and noise pollution. This will absolutely destroy the serenity of our communities and adversely affect our lives, our tourism, our safety and peace of mind.

Absolutely no to these trains which will benefit a few large communities and destroy many small communities.

Patricia Croswell
Vero Beach, FL

Heavy rains mean flooding

Anywhere it rains it can flood. Learn your risk. Get flood insurance.
floodsmart.gov

From: [Sheila Ledbetter](#)
To: AAF_Comments@vnb.com
Subject: high speed trains
Date: Thursday, October 23, 2014 11:41:08 AM

I would like to register my objection - in the strongest possible terms - to the proposed high speed trains passing through The Treasure Coast in general, and Vero Beach in particular. If approved, this would go against EVERY aspect of this community and my reasons for choosing to live in and invest in Vero Beach for the past twenty years or so. Sheila Ledbetter

From: [Harold Lee](#)
To: AAF_Comments@vfb.com
Subject: High Speed Trains
Date: Monday, December 1, 2014 12:11:23 PM

I want to go on record as being opposed to the proposed plan to run the multiple trains through the Treasure Coast

Harold Lee

From: [Mark & terry](#)
To: AAF_Comments@vnb.com
Subject: High speed trains
Date: Monday, December 1, 2014 3:00:57 PM

This is a maneuver to use publicly garranteed funds for personal gain. The csx boys will get their track up graded and ready for more and longer trains out of Miami's newly renovated port. Passenger trains in this country have never paid for themselves,only freight pays. STOP this theft of public funds now. Move to the west and build another track for your passenger rail service along side the freight line .

Sent from my iPad

From: [Comcast](#)
To: AAF_Comments@vnb.com
Subject: High-Speed Trains
Date: Tuesday, December 2, 2014 9:45:15 PM

The high-speed trains are a no win for VB. Our wonderful environment will be ever changed with increased noise and daily inconvenience with no benefits for VB or it's residents.

Sent from my iPhone

From: [pavallier](#)
To: AAF_Comments@vnb.com
Subject: Hi-speed rail
Date: Friday, November 7, 2014 8:05:12 AM

A great idea BUT it has to go inland. Hi-density rail traffic through downtown Stuart will cut-off the city and shut down the inter coastal passage to the west coast.

Paul Vallier
2600 S. Kanner Hwy, S-1
Stuart, FL 34994

From: [Bill Patacchia](#)
To: AAF_Comments@vfb.com
Subject: Hi-speed train.
Date: Sunday, September 21, 2014 7:02:43 PM

Hi:

My wife and I see no need for a high-speed train to go by here to Orlando.

It makes no stops here so why have it bother us at all?

Why don't you run it up the center of Florida where it won't bother anybody and go straight to Orlando??

It is going to be a danger to us seniors...

Bill & Joan Patacchia

Fort Pierce, Florida 34982

From: [K.R](#)
To: AAF_Comments@vfb.com
Subject: Hobe Sound Florida impact by AAF
Date: Saturday, September 27, 2014 5:32:45 AM

Dear Mr. Winkle.

As a concerned citizen of the geographical area of Florida's East coast wetlands and surrounds, I urge you to consider carefully the impact of this proposed project well into the future.

Please consider the next twenty years, but more importantly, the next half-century or much further.

There are multiple national and state wildlife areas affected by 32 passenger trains per Day! The Jonathan Dickinson State refuge as well as the sanctuary are literally ON the proposed pathway. Many State Parks, The Seabranche Preserve, The Atlantic Ridge, The Savannas Preserve is on the tracks, St. Sebastian River, and many, many wildlife areas would be directly affected with completely unknown consequences. There are rare and protected species here.

Please urge all representatives of your board and decision makers to have this proposal change the route through Florida that does not affect wetlands and sensitive environment, but passes through agricultural lands and non-fragile environment. Those alternate railroad tracks exist now!; West of the proposed route.

Please vote down this project.

We are citizens who live here and work here and we do not want or need our lifestyle or the lives of thousands of species who have no voice to be radically changed for no other reason than greed. This railroad project has never determined with any study that it is a sound business to provide a real service - to the contrary; it is a real estate, New York hedge fund grab for low interest federal loans and to build projects on extremely low cost acquired land... in the 1930's by Henry Flagler. This has no real justification in the 21st century.

Please help all you can. Thank you.

Sincerely,
Karl Richardson
7997 SE Villa Cir
Hobe Sound, FL 33455

From: [Miller, William](#)
To: AAF_Comments@vfb.com
Cc: [Sylvia Pelizza](#); [Rolf Olson](#)
Subject: Hobe Sound National Wildlife Refuge Comments for the All Aboard Florida Passenger Rail Project from Orlando to Miami, Florida
Date: Friday, November 28, 2014 1:29:48 PM
Attachments: [HobeSoundNationalWildlifeRefuge_Comments_AllAboardFloridaRailProject_November2014.pdf](#)

To the Attention of Mr. John Winkle

Please accept the attached Hobe Sound National Wildlife Refuge (Refuge) comments for the All Aboard Florida (AAF) passenger rail project from Orlando to Miami, Florida

Thank you for the opportunity to comment and your cooperation in the effort to protect fish and wildlife resources. If you and any questions regarding this project, please contact me via email at william_g_miller@fws.gov; or via phone at 772-546-6414 x204.

Sincerely yours,

Bill Miller, Refuge Manager
Hobe Sound National Wildlife Refuge

Bill Miller, Refuge Manager
Hobe Sound National Wildlife Refuge
13640 SE Federal Hwy
P.O. Box 645
Hobe Sound, FL 33475
772-546-6141x204(o)
561-248-9021(c)
772-545-7572(f)
william_g_miller@fws.gov
<http://www.fws.gov/hobesound/>

From: timjb66@yahoo.com
To: AAF_Comments@vzb.com
Subject: Hold The Train
Date: Wednesday, September 24, 2014 4:40:17 PM

Take your train and shove it up Obama's ass

Sent from Windows Mail

From: cdsailor11@gmail.com
To: AAF_Comments@vnb.com
Subject: Home on St. Lucie River
Date: Thursday, September 25, 2014 11:01:43 AM

To whom it may concern,

My wife and I are lifelong cruisers from CT. I was impressed with the East Coast of Florida and its easy access to the ocean. We moved into a condo on the St. Lucie river in 2002 after living aboard our 36" sailboat for 5 years. The condo is in Circle Bay Yacht Club, near the Palm City Bridge and in relatively protected areas. I purchased a 26 ft. Wellcraft fishing boat that I knew would not go under the railroad bridge, if it was down. I have experience with taking trawlers and other power boats through that bridge and others on the Intercoastal. I have waited to pass under the Stuart bridge for up to 45 minutes when two trains were coming. It has been annoying but not "show stopping".

This is now "show stopping" for boating in this area AND we are being forced to help pay for it! I cannot imagine waiting for the number of trains predicted at that Stuart old rusty railroad bridge. I sold my boat last year because of the changes here in the river. Now you are going to remove the access we have had to cleaner water. I cannot live long enough to wait every day for that number of trains to go fishing.

Dennis Robinett
1950 SW Palm City Rd. 12-301
Stuart, FL 34994

Sent from Windows Mail

From: [Joan Dollinger](#)
To: AAF_Comments@vzb.com
Subject: I am a supporter of this project.
Date: Thursday, September 25, 2014 4:23:32 PM

I am a supporter of this project.

Sent from Joan Dollinger's iPhone.

From: janice.heizman
To: AAF_Comments@vfb.com
Subject: I AM AGAINST THE TRAIN
Date: Monday, December 1, 2014 12:14:05 PM

TO WHOM IT MAY CONCERN:

PLEASE STOP THE PROGRESS OF THE ALL ABOARD RAILROAD MOVEMENT IN FLORIDA.

THIS TRAIN WILL RUIN OUR QUIET WAY OF LIFE IN PORT ST LUCIE AND STUART, FLORIDA.

THE CITIZENS WHO LIVE HERE DO NOT WANT THE TRAIN, DO NOT WANT THE NOISE,

DO NOT WANT THIS INTERFERENCE IN OUR LIFESTYLES. THIS IS NOT PROGRESS.

IT SERVES NO USEFUL PURPOSE EXCEPT TO INCREASE VISITORS TO DISNEYWORLD.

IN ADDITION, IT IS A MONEY MAKING VEHICLE FOR THE RAILROAD BUSINESS AND WILL

NOT BENEFIT OUR PEACEFUL AREA ONE DIME. IT WILL CREATE HAVOC AND DISTURBANCE.

STOP THE ALL ABOARD RAILROAD MOVEMENT IN FLORIDA.

A FLORIDIAN RESIDENT SINCE 1989,

A CONCERNED CITIZEN,

JANICE HEITZMAN
PORT ST. LUCIE, FLORIDA

From: [Kirtis Douglas](#)
To: AAF_Comments@vnb.com
Subject: I am not aboard the new trains....
Date: Wednesday, December 3, 2014 7:16:33 AM

We live close to the railroad tracks and do not want more trains running through our neighborhood. Let them take their trains to the west. Makes more sense!

Thank you,
Kirtis Douglas

From: [Jane](#)
To: AAF_Comments@vnb.com
Subject: I am not All Aboard
Date: Wednesday, December 3, 2014 7:25:36 AM

Why tie up all the boat and car traffic an addition 32 times a day to take a FEW passengers to Orlando? After departing West Palm Beach, cut west and use existing tracks that run up through the center of the State.

How can you make a profit? I know Amtrack and TriRail aren't.

Justine Jane Ball
Stuart, FL

From: [Fleetwood Chesnutt](#)
To: [AAF Comments Reply](#)
Subject: I am speaking up against the All Aboard Florida
Date: Thursday, December 4, 2014 5:43:30 PM

My husband and I are Floridians. Born and raised on the East Coast. We have raised a family here, are local business owners and still have a large family living in Vero Beach Florida. My husband and I are **against** All Aboard Florida. Our address is 6466 55th Square, Vero Beach, Fl. The closest fire station is on the other side of the tracks from our home as well as the beach, the river and closest grocery store, post office and several of our family members. We will not benefit from this venture and it will have a serious negative impact of our everyday lives. It is my opinion that to be a success the tracks should be west of the major population centers along the river on the east coast.

Fleetwood and Jan L. Chesnutt
FleetwoodChesnutt@att.net
Home office 772-562-8921
Cell 772-913-1380

From: [Bob Poller](#)
To: AAF_Comments@vfb.com
Subject: I object to a high speed rail system through my community, Hobe Sound, Stuart,
Date: Sunday, September 21, 2014 2:15:22 PM

I object to a high speed rail system running through my community.
Hobe Sound, Stuart, Palm City, Port St Lucie to Ft Pierce, Vero are not
the mega cities of WPB, FTL, and Miami.

I feel AAF will add unwanted accident risks, injury to the elderly or disabled, and children at
play or riding bikes over the crossings or around cluttered roundabouts, as cars await for the
trains to pass.

AAF has no response to people's feelings...taxpayers who will be charged
in many ways, to upkeep their at grade crossings, and ruin the audio of calm
waters in the Indian River Lagoon and rivers that run into it. You will ram and
bust the silence of nature, the chatter of birds, and chase off animals as
you go through or near protected parks. You'll scare the feathers and fur
off many of our wild neighbors. You are not wanted
in our quiet low key communities.

Run your trains along the Turnpike out of residents' backyards.
Don't make me stop for your commercial ventures that chug through
my part of Florida's paradise. You can't do "substantially straight line" traffic with more than
shallow curves. Florida is not like that.

Your efforts never highlight that the primary users of your trains would
include local residents. You'll not fill your seats with locals, and that
means tourists...who primarily want more than Mickey Mouse...and that's
all you have to offer. Ummm, maybe freight when your high speed fails.

Bob Poller, Port St Lucie, FL
Plan 2. Follow the Turnpike, and stay out of the cities and residential areas. Trade your
FEC tracks for some new rails along beautiful,
Florida countryside and ranches, next to the Turnpike.

From: [David Dale](#)
To: AAF_Comments@vnb.com
Subject: I object to AAF
Date: Wednesday, November 12, 2014 1:35:12 PM

Words can hardly express how angry I am that the men behind AAF knowingly and willingly intend to damage me, my family and my neighbors. To add insult to injury they even have the effrontery to want me, as a taxpayer, to pay for the damage. This is like forcing prisoners to dig their own graves.

If the FRA approves this loan it will simply prove that, once again, the wealthy control the government and that the FRA is just a tool of the wealthy. In this case you are just as guilty as the people behind AAF in having no sense of community and no sense of decency.

David Dale
4701 S. Indian River Drive
Ft. Pierce, FL 34982
772-595-0929

From: [overboard](#)
To: AAF_Comments@vfb.com
Subject: I Oppose AAF
Date: Friday, September 26, 2014 7:39:52 PM

Another Day of being late to an appointment because of a 100 car freight train coming through Port Salerno. OK, I can deal with that once or twice a day. Bringing 32 passenger trains through our town, even 5 cars at a time will surely negatively impact our way of life here. Could you image 32 crossings???? With two tracks, more freight cars no doubt will be coming through our town as well. I tried to keep an open mind on this but I have come to the realization that the total inconvenience brought to our neighborhoods for something that will not benefit us at all. I believe this to be another case of big business and investors not caring what hardships it imposes on the silent majority. I am definitely against All Aboard Florida using the FEC tracks, they should move out west to use the existing tracks where the impact will be minimized.

Bob Mazz
4800 SE Anchorage Drive
Stuart FL, 34997

From: [Ruth Parsons](#)
To: AAF_Comments@vfb.com
Subject: I oppose All Aboard Florida
Date: Sunday, October 26, 2014 11:06:30 AM

I am concerned about potential delay at rail crossing for emergency response and law enforcement vehicles... My husband has a heart condition and the potential delay could mean the difference between life and death for him: I oppose All Aboard Florida.

From: [Maribeth Renne](#)
To: AAF_Comments@vfb.com
Subject: I oppose All Aboard Florida's high-speed passenger rail.
Date: Sunday, November 9, 2014 9:53:38 AM

RE: Florida's High-Speed Passenger Rail

As a resident of Vero Beach, Florida, I would like to voice my opposition to the proposed All Aboard Florida.

I have concerns that the quality of life in our Treasure Coast communities will be greatly diminished. On the flip side, we will derive no benefit from the project. This project is clearly not for the greater good of most citizens of Florida -- it is for the greater good of only a fraction of the people in a handful of cities.

Please think of the majority of residents and not just the chosen few before making this decision.

Maribeth

Maribeth D. Renne, CMF
Internationally Certified Career Management Fellow
Ambassador and Former Governor, Institute for Career Certification International
609 953 8853 (office)
609 668 4191 (cell)
maribeth@maribethdrennecmf.com
www.maribethdrennecmf.com

From: [Carol Vyhonsky](#)
To: AAF_Comments@vfb.com
Subject: I OPPOSE the All Aboard Florida project!
Date: Saturday, October 11, 2014 4:33:39 PM

I am writing during the public comment period to inform you that I am a resident of Melbourne, Brevard County, Florida. The proposed route of the train will take it right through my hometown, with no stops. I am OPPOSED to this project due to the negative impact it will have on my community with regard to traffic issues, the high speed of the train, maintenance of the tracks, noise issues and taxpayer cost. There are only NEGATIVES for us in Brevard County, NO positives!

Thank you for allowing me to submit my comment.

Carol Vyhonsky
Melbourne, Florida

From: [Geoff Sluggett](#)
To: AAF_Comments@vnb.com
Subject: I Support All Aboard FL!
Date: Tuesday, September 23, 2014 9:26:38 AM

Dear Mr. Winkle,

I am writing to show my full support for the All Aboard Florida project. I grew up here in West Palm Beach. In fact, I grew up less than ¼ mile from the FEC rail corridor. Trains in this area are a part of our everyday life. We have tri rail that runs on another rail line that has been a valuable transposition alternative. Our answer to transportation improvement in S. Florida has been to add more lanes to I-95 and the Turnpike. We have to start looking at other alternatives besides the passenger car. All of the opposing comments are bogus. The silent majority of folks are supportive of this project and see it as a way to make Florida an economic driver that will make Florida the leading state in the country. Thank you.

Geoff Sluggett

Geoffrey B. Sluggett & Associates, Inc.

500 S. Australian Ave., Suite 710

West Palm Beach, FL 33401

Tel. 561.689.2202

Fax 561.689.8380

Email: GBS@Sluggett.com

Sluggett.com

From: [Ward Viator](#)
To: AAF_Comments@vnb.com
Subject: I support All Aboard Florida!
Date: Wednesday, December 3, 2014 10:43:46 AM

Attn: John Winkle

I would like to offer my full support to the All Aboard project. I am a native of Fort Lauderdale, Florida and spent much of my youth and adulthood in coastal activities in Broward, Palm Beach and Martin Counties. Some of my earliest life's memories are in Stuart, Florida and there is nothing that I would want to negatively impact this town over the long term. I strongly believe that with many more tourist and business travelers passing through the downtown area of Stuart and see this charming location, they will be certain to return and enjoy all the wonderful treasures there on a more leisurely basis.

The All Aboard Florida project is certainly the most promising development to occur in Florida over the last 50 years. It will be transformative to those of us who live and travel this state often. I can't wait to get out of my car and onto a train.

Thank you,

Ward

Ward Viator | [The Viator Company](#)
(ward@viatorcompany.com) | Phone 813.289.2933 | Cell 813.230.7996 |
4301 Anchor Plaza Parkway | Suite 400 | Tampa, FL 33634

From: [Ali Soule](#)
To: AAF_Comments@vfb.com
Subject: I support All Aboard Florida
Date: Friday, September 19, 2014 5:18:49 PM

All Aboard Florida is a much-needed project for the state of Florida. With our increasing population and congestion, we must look toward alternative mobility choices to get people off of the roads and into transit. All Aboard Florida will benefit the environment. The service will reduce emissions, reduce congestion and noise impacts along the route. It will also create significant economic impact for the entire state. For all of these reasons, I support All Aboard Florida.

Thank you,
Ali Soule
Miami, FL

From: [Mark](#)
To: AAF_Comments@vfb.com
Subject: I Support All Aboard Florida
Date: Sunday, November 30, 2014 10:58:55 PM

I support All Aboard Florida all the way from up here in New York State. My family and several relatives have often gone down to Florida many times before but unfortunately have to use bus service to and from the Major Airports in Florida (either Orlando & Miami). The Railroad would be a good deal for everybody in general in the region of the proposed Rail Line. Also, I would ignore those who oppose the project (most notably the Not All Aboard Florida Group). This is the Florida East Coast's Right of Way and the Railroad owns the Right of Way, it's not under the identity of Public Property but PRIVATE PROPERTY, property of which the FEC Owns. The FEC Railway has every right to do what it feels it wants to do with the land they own. I say the project goes forward, anything to get away from the Interstate Mess in the Major Cities of Miami or Orlando.

Mark Lacari
sonny92@aim.com

From: [Shirley Mckenzie](#)
To: AAF_Comments@vfb.com
Subject: I think this is a waste of tax payer money and should be totally canceled
Date: Friday, September 19, 2014 5:39:56 PM

Sent from my iPhone

From: [Robin Makowski](#)
To: AAF_Comments@vnb.com
Subject: I Vote No
Date: Tuesday, October 21, 2014 3:52:36 PM

We live a half-block from the railroad tracks and believe that our property value as well as our daily peace would be greatly affected by All Aboard Florida, which would not otherwise benefit the Treasure Coast community at all. I also believe the whole project is being sold as something for commuters but is ultimately an excuse to put in tracks in order to transport more gas and oil through our neighborhoods. That remains to be seen.

We residents of the Treasure Coast are NOT on board.

--

Robin Lee Makowski
Art Studio Coordinator
The Elliott Museum
825 NE Ocean Boulevard
Stuart, FL 34996
772-225-1961, ex 121

Fall art classes for adults have begun! Our new Fall schedule is online at www.elliottmuseum.org. Sign up online, at the Front Desk, or call 772-225-1961. Classes fill quickly - don't get left out!

From: galemrobertson@gmail.com
To: AAF_Comments@vzb.com
Subject: I
Date: Thursday, October 30, 2014 9:08:30 AM

I would like to voice my disapproval of All Aboard Florida's plan for a high speed rail from Miami to Orlando. I have seen no concrete evidence that there is sufficient need for this for commuting between Miami/Ft. Lauderdale/& West Palm Beach to reach a destination via rail to Orlando which could justify the expense or the negative impact.

Living off the far eastern end of Cove Road in Stuart, I have seen the impact of the freight rails on our neighborhood. This is a pre-existing situation which I must accept (including the noise & impact upon traffic) but I feel the "commuter" rail to Orlando is both unnecessary and only a burden on everyone except inner-city Miami & the politicians who have benefitted from campaign donations from the investors in All Aboard Florida!!!

Why take a "commuter" rail to the sprawling Orlando area and it's varied but far-reaching attractions and/or businesses...you'd still need to find local transportation or rent a car. Let's be practical; this is not a good plan.

Oh, here comes a freight train...even with all windows closed and a goodly distance from the tracks, I am listening to the engineer blowing his warnings at each crossing. Why would I want more of that for a program which does not serve the needs of the VAST majority of Floridians????

Sent from Windows Mail

From: [pmerr8448](#)
To: AAF_Comments@vnb.com
Subject: Impact of AAFtrains
Date: Monday, October 27, 2014 10:20:07 AM

My name is Peggy Merritt and I live in a manufactured home in Hobe Sound. I recently retired as a Realtor after over 30 years in Hobe Sound selling to many people that now live close to the "tracks" that run through our neighborhoods. My home vibrates when the current trains run through. Adding the additional trains speeding through Hobe Sound would seriously affect our quality of life and our Real Estate values would definitely go down and our "Small town atmosphere" would be gone as well as the safety of our roads

Please, Please seriously consider locating these trains west of Martin County where they would have a more direct route through a less densely populated area. Thank you.

From: [LARRY](#)
To: AAF_Comments@vfb.com
Subject: IMPACT OF ALL ABOARD FLORIDA ON EAST CENTRAL FLORIDA
Date: Wednesday, December 3, 2014 3:27:07 PM
Attachments: [no train.docx](#)

From: [Jane Grant](#)
To: AAF_Comments@vnb.com
Subject: Impact of All Aboard Florida on Fort Lauderdale International Boat Show
Date: Monday, December 1, 2014 3:00:42 PM
Attachments: [Letter from Efrem Zimbalist III.pdf](#)

Attached please find comments from Efrem Zimbalist III, CEO of Show Management, the company that produces the Fort Lauderdale International Boat Show, regarding the potential impact of All Aboard Florida on the boat show and the local marine services industry.

Jane Grant
Pierson Grant Public Relations
6301 Northwest 5th Way, Suite 2600
Fort Lauderdale, Florida 33309
(954) 776 – 1999, ext. 224
jgrant@piersongrant.com

IPREX

Partner agencies in 100 cities worldwide

From: peppy1960@aol.com
To: AAF_Comments@vzb.com
Subject: Impact of trains
Date: Thursday, October 30, 2014 2:05:56 PM

We are opposed to this Boondoggle! Many safety issues, destruction of our cities and towns along the Treasure Coast, high speed trains belong on the tracks Westand we understand that freight trains will significantly increase . Lives could be lost because of the delays of emergency vehicles. It does not make sense to have 32 trains+ 'running through highly populated areas with no protection and not just the crossings!!! How about the miles and miles of unprotected track!!

Move your train out West!!

Marilyn and Jimmy Evans
Hobe Sound, FL

Sent from AOL Mobile Mail

From: [Your Realestate advisor](#)
To: AAF_Comments@vnb.com
Subject: Impact study all aboard Questions
Date: Thursday, November 13, 2014 12:27:27 PM

1. While the overpass is being constructed at the Pineda Causeway there will not be a quiet zone at crossing number 272863R (it is not even being considered in the application process). Will you be taking that into account when you determine any severe noise impacts on the surrounding properties? What mitigation will be required to account for any severe noise impacts caused by the lack of quiet zones during this time?

Jinger Knox
321-288-1689

From: [Your Realestate advisor](#)
To: AAF_Comments@vnb.com
Subject: Impact Study questions All Aboard
Date: Thursday, November 13, 2014 10:39:15 AM

1. Do the high speed trains and freight trains create independent noise impacts or are they combined into one impact? In other words are you taking my ambient reading from my area without any trains or with the existing trains on the track?
2. What is the severe impact level at my specific property 2720 pine cone drive, Melbourne, fl 32940 and when was it determined?
3. What is the projected impact level at my specific property (above) after the addition of 32 trains (with and without quiet zones)?
4. What type of "mediation" will you be recommending to reduce any noise that is considered above the severe level and will it be a mandatory requirement?
5. What affect will the bridge being constructed on Pineda have on the noise level of surrounding properties? Considering reverberating noise created from under the bridge made by the trains.
6. Will there still be a "frog" on the tracks north of Pineda after the installation of two tracks?
7. Will there be increased coupling at the tracks north of Pineda after the implementation of the high speed rail? Will it create additional noise events and have they been accounted for in your noise studies?

Thank you for responding to each question. They are specific and should be answered specifically.

Jinger Knox
321-288-1689

From: [Walter Blake](#)
To: AAF_Comments@vnb.com
Subject: Implimentation of many high speed trains.
Date: Wednesday, September 24, 2014 1:55:24 PM

Dear Mr. Winkle:

As a resident of Vero Beach, FL, I am writing to you about future plans to add considerable more trains going through this town. We have far too many right now.

There are many articles about the financial motivation driving this project, with little to no concern about the human needs of the residents.

I have one question of you, Mr. Winkle. Do you have any children or parents? If you do, and lived in Vero Beach on the West side of the town, you would be very concerned about this ill conceived train plan. Since the hospital is on the East side of the tracks, how would you feel if someone in your family needed life threatening emergency treatment, but expired because a train was blocking them from getting to the hospital? Is the government or the train company going to assume any liability?

Since central Florida is covered with thousands of acres of vacant land, doesn't it just make common sense to consider that corridor for these high speed and potentially dangerous trains?

Instead of being bullied by politicians and big money, I'm sending you this email so that you, Mr. Winkle, show some genuine concern for the safety and health of our citizens.

God Bless,

Walter Blake

From: [Peg and Jim](#)
To: AAF_Comments@vfb.com
Subject: Improve Florida
Date: Tuesday, December 2, 2014 6:34:36 PM

Let's put our state before short term profits. A beautiful coastal area will ensure our economic growth. Set a good example for others wondering about the sanity of those in charge of Florida's future.

Peg Moore

From: [Peggy Moore](#)
To: AAF_Comments@vnb.com
Subject: Improve the state
Date: Tuesday, December 2, 2014 2:25:18 PM

If the state wants to create new jobs and improve tourism , it would only make common sense to move the tracks away from the coast. New tracks for freight and the small amount of passenger travel would work better than trying to go through town after town on old improved tracks. Rails to trails would increase the tourist trade for all those towns. People come for the beautiful coast and the activities there.

The only problem with this change seems to be the cost to the people looking to make the big bucks. Hopefully someone will be able to get a plan to make our state seem progressive and not just money hungry.

Peggy Moore

From: [Maryanne Wegerbauer](#)
To: AAF_Comments@vfb.com
Subject: In Opposition
Date: Tuesday, December 2, 2014 1:45:00 PM

I am firmly opposed to the All Aboard Florida proposal in its current form. Please consider moving the rail lines far enough inland (west) to alleviate the clearly negative impact the high speed trains as proposed would have on our Treasure Coast communities.

Maryanne Wegerbauer
4740 47th Court
Vero Beach, FL 32967

From: [Csunny34932](#)
To: AAF_Comments@vfb.com
Subject: in regards to this high speed train
Date: Monday, December 1, 2014 9:45:41 AM

The high speed train would have numerous bad effects on Stuart , FL and on Jensen Beach, FL. There are a number of dangerous intersections and a very old draw bridge this train with go over.

Put this thing out west by the turnpike!!! DO NOT PUT IN ON THE TRACKS THAT GO THRU THESE CHARMING CITIES. YOU WILL RUIN THEM.

Carole Kugler
7965 Horned Lark Cir
Port St Lucie, FL 34952

From: [JTCinquemani](#)
To: AAF_Comments@vfb.com
Subject: In Support of All Aboard Florida
Date: Tuesday, December 2, 2014 3:06:57 PM
Attachments: [Support Letter.docx](#)

Please see attached letter of support.

Best,

JT Cinquemani

designer, urban planning and architectural design

canin associates

500 delaney avenue

orlando florida 32801

407.422.4040 ph 407.425.7427 fx

www.canin.com

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please think of the ENVIRONMENT before printing this email

From: [Max Jaramillo Fertig](#)
To: AAF_Comments@vfb.com
Subject: Include a bike path...
Date: Tuesday, November 25, 2014 1:57:46 PM

Sirs:

Please consider a bike path parallel to the tracks all the way up from Miami to Fort Lauderdale to West Palm and beyond.

Such a modest investment; so many dividends.

Thank you for your time,

Max Jaramillo
2154 SW 25th Terrace
Miami, FL 33133

From: [ALLEN JAGGARD](#)
To: AAF_Comments@vfb.com
Subject: Increased rail traffic
Date: Tuesday, October 28, 2014 12:08:02 PM

We are residents at 9053 SE Anstis PL, Hobe Sound FL 33455. We live 1/2 block west of the railroad line and as such are directly affected by every train that passes by.

The proximity of the rail road line to our home affects us in three specific ways:

1. The vibration from the trains is felt within our house and is the source of cracks in our floors and foundation. Increased rail traffic will aggravate this situation.

2. The sound of every train is heard within the house, which coincidentally is a block house with double pane hurricane windows. The addition of an additional 32 trains passing by would add to an already environmentally offensive noise problem.

3. The plans for All-Aboard Florida have no economic benefit for Martin County and seems mostly to be oriented towards increasing revenues for the tourist industry in Orlando. The negative impact to areas other than Orlando far exceeds any possible benefit to the few areas served by planned train stations.

In addition to the aforementioned reasons for our objecting to AAF, there is no conceivable way that the project can be cost beneficial. It is an economically unsound, ill-conceived, and environmentally offensive project that needs to be cancelled forthwith.

Sincerely,

Karen T. Jaggard

Allen C. Jaggard
9053 SE Anstis PL.
Hobe Sound FL 33455

From: [ANTHONY LANG](#)
To: AAF_Comments@vnb.com
Subject: Independent review
Date: Friday, October 3, 2014 11:39:01 AM

Dear sirs;

There are too many unanswered questions in this process. And independent review of the impact and remediation planned should be conducted so that ALL parties may be satisfied. Any review conducted by politicians or the railroads is bound to be prejudiced and weighted toward their opinions and desires.

This proposal only benefits two major metropolitan areas and puts the rest of the citizens of Palm Beach County at risk or at the very least, great inconvenience!

Anthony Lang
14691 Edna Way
Delray Beach, FL 33484

http://www.flickr.com/photos/allpa_561/

From: nmcalpin@comcast.net
To: AAF_Comments@vfb.com
Subject: Independent study
Date: Friday, October 3, 2014 12:17:35 PM

I want to have my serious concerns added to the many citizens of south Florida, in, first, the concept of high speed trains in our area. You will destroy the small town life and lively hood, compromise our safety with blocking access to medical/rescue help, just imagine if it's your child that needs medical immediate help, or perhaps your elderly mother or father. And snag, block traffic for extreme amount of time waiting to cross the tracks.

But the reason I'm writing at this moment is concerning the impact study report being drafted by YOU. That's like having the wolf guarding the hen house ! Of course you are going to spin your report, no, make that...story....to color it all in favor of what you want. We need an INDEPENDANT study drafted, with INDEPENDANT facts, the real story. If you truly believed what you are saying to us, the people risking everything for your economic gains, then you wouldn't be afraid of the TRUTH, if fact, you would encourage it.

I'm hoping you will stand up to the plate, and do the right thing, have an independent group find the facts. Better yet, put the darn train out in our western corridor, then you would most likely be welcomed with open arms.

Nancy McAlpin
nmcalpin@comcast.net

From: [Kate Pingolt Cotner](#)
To: AAF_Comments@vfb.com
Cc: [Dylan Reingold](#)
Subject: Indian River County Comments to the DEIS for the All Aboard Florida passenger rail project (Miami-Orlando)
Date: Monday, December 1, 2014 3:28:04 PM
Attachments: [Indian River County's Comments to FRA.pdf](#)

Dear Mr. Winkle,

I have attached Indian River County's comments to the Draft Environmental Impact Statement concerning All Aboard Florida's proposed passenger rail service between Miami and Orlando, Florida. Please be advised that Indian River County has also sent a hardcopy of its comments with exhibits via Fed-ex. The hardcopy should be arriving tomorrow.

Thank you in advance for your attention to this matter.

Kate Pingolt Cotner, Esq.

Assistant County Attorney
Indian River County
1801 27th Street
Vero Beach, Florida 32960-3365
kcotner@ircgov.com
Phone: (772) 226-1406

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.



Before printing this e-mail, think if it is necessary. Think Green!

From: [Sherrill Miller](#)
To: AAF_Comments@vfb.com
Subject: Indiantown Road Jupiter Nightmare
Date: Wednesday, December 3, 2014 3:41:32 PM

The plan for All Aboard Florida will create a traffic nightmare in Jupiter for small businesses and residents. Traffic is already very heavy and this will add a terrible burden to the Indiantown Road crossing. Businesses will suffer because patrons will not be able to get to the other side of the tracks during business hours. The railroad bridge already creates a burden during regular train schedule now. Added closings will only make things worse. Residents will not have access to the local hospital during emergencies. Please consider a less congested route!

Sincerely,
Sherrill Miller
Jupiter resident

From: [Randolph Erickson](#)
To: AAF_Comments@vnb.com
Subject: Input on Rail Road
Date: Friday, September 26, 2014 6:14:10 PM

Mr. Winkle,

I oppose the proposed rail road on many fronts. First, the Treasure Coast is being ignored, and it may hurt an already hurting area. Tourists will be encouraged to go to the rail road, rather than drive one of our highways that could result in them stopping in our area.

Is the idea safe for us? I have read where many bridges may not be able to support the new traffic imposed on them.

Will the rail road impact our already fragile environment?

Governor Scott opposed a high speed rail road a while ago. It was because it used federal money. I called some of my legislators. They are against the idea. Also, the rail road is trying to get an over billion dollar federal loan, and if that isn't bad enough, it's unknown how much my local governments will have to spend to make crossings safer.

I think that about does it. Reports and concessions are going to be made on both sides. Either way, it doesn't make sense.

Thank you for you time, I regret I cannot attend the meetings.

Randolph Erickson

From: [Irene Buhl](#)
To: AAF_Comments@vnb.com
Subject: INSULTING OUR INTELLIGENCE CONTINUES
Date: Tuesday, December 2, 2014 10:21:10 AM

Why do we let AAF continue to insult our intelligence? Several of us, against this debacle, have extensive backgrounds in professional marketing & understand exactly what has & has not been put forward for public review & consideration. Obviously, the environment impact document was a farce from the beginning in it's biased sponsorship & financing procedures.

As presented by AAF, the clear& honest facts have been withheld from us including the true nature of their ambitions. Obviously, they have no chance of being profitable as a passenger service & fail to inform us of their ulterior motives, most notably, increased freight & securing government loans for which, LETS BE HONEST, taxpayers will end up paying for. I won't continue with the devastation to our way of life along the treasure coast, emergencies, safety, and all that have been repeated over & over in our newspapers & forums.

For myself, having over 30 years in government marketing & sales with General Dynamics, United Technologies, & AT&T, it is easy for me to see through the AAF information presented & the enormous amount of pertinent information withheld!

Thank you for the opportunity to respond. ---- Sincerely, Gerald Buhl.

From: [Cheryl Kozloff](#)
To: AAF_Comments@vnb.com
Subject: IS ALL ABOARD FLORIDA THE NEXT SOLYNDRA?
Date: Friday, November 21, 2014 2:36:05 PM

My Name: Cheryl Kozloff

My Email: cheryl@kozloff.net

My Address:

7186 SE Golfhouse Drive
Hobe Sound, FL 33455

Let's do a comparison between the known facts of these two start-up organizations, Solyndra and All Aboard Florida.

- Solyndra owners were well politically connected in Washington and were key political players.
- Tulsa billionaire George Kaiser was a major political donor and frequent visitor to Washington D.C. and state capitals.
- They hired lobbyists, lawyers, consultants, contractors and public relations firms seeking financial favors from our government.
- They were successful. Our government gave them \$535,000,000 in loan guarantees. Within fifteen months, they were out of cash and nine months later they shut down their plant and laid off nearly all their employees.

American taxpayers lost all their money.

- Fortress, Inc. a New York based hedge fund's Chairman and principals are politically well connected in Washington and Florida.
- Their principals have met with Governor Scott several times and their representatives with key Washington Congressional officials.
- A former Fortress employee is now Governor Scott's chief of staff.
- Like George Kaiser, some senior Fortress executives are billionaires. They too have hired lobbyists, consultants, contractors, advertising and public relations firms in Washington and Florida to THE TUNE OF 3.5 MILLION TO advance their scheme.

The first federal loan request is identical to Solyndra's.

- It is a request for the Office of Budget and Management to grant loan guarantees to All Aboard Florida \$1.6 billion. The second request, for approximately \$1.6 billion, is for a federal loan allocation and authority to sell tax exempt bonds in the market place. This right, if granted by Washington to AAF/Fortress, is a subsidy by tax payers to a private company.
- The All Aboard Florida business plan which would show the sources and uses of funds, income statement, cash flow and balance sheet projections are hidden from view.
- An attempt to obtain them from Florida DOT under the Freedom of Information Act, resulted in an All Aboard Florida law suit against the state, blocking them from being released.

Revealing their ridership study between Orlando and Miami has also been blocked from view by their law suit.

In sum, the only difference between Solyndra and All Aboard Florida is their relative size. All Aboard Florida's loan requests are at least three times larger.

Fortress/AAF financial usual strategy is to pay off higher cost financing with lower cost financing using taxpayer money. In this case, using undocumented ridership studies on a destructive path through coastal towns without a stop.

STEP ONE

About nine months ago Fortress raised \$405 million from new investors to fund their train project. They had to pay investors 12.35% to attract the money. That is an equity rate. These are equity investors investing in this Florida rail scheme.

STEP TWO

In the private activity bond (PAB) request to Treasury, Federal DOT and Wall Street underwriters, their Prospectus states, according to Bond Trader, that **THE FIRST MONIES FROM THE LOAN WILL GO TO PAY OFF PRIOR EQUITY OWNERS.**

So out of a \$1.6 billion tax-exempt loan proceeds, if they receive authority from the Feds, 25% OF EVERY DOLLAR will go to prior Fortress/AAF equity owners.

The balance will go to other general project expenses, which will include lobbyists, consultants, contractors, lawyers, advertising and public relation firms.

STEP THREE

While these financial schemes are afoot, the direct loan request to the Federal Railroad Administration for the RIFF loan is still live and well. This direct loan or loan guarantee from OMB carries the full faith and credit of the United States government. Therefore, the loan rate will fall between 3% to 4% for a 35-year term.

So the \$405 million in equity is cashed out by the \$1.6 billion loan at 8% to 9%. That loan is then cashed out with 3% to 4% money.

So what we see in this financial sequencing is raising money \$405 million at 12.35%, replacing it with \$1.6 billion tax-exempt private activity bonds (PAB) at 8% to 9% then replacing that loan with 3% to 4% money.

The financial plan is to pay off higher priced loans with lower priced loans and always using some type of taxpayer money or taxpayer privilege to do so.

Cool for them. Not so cool for the taxpayer.

This is a public subsidy for an unsafe train that history shows will have insufficient ridership, retrofitted to old tracks dangerously running over 340 AT GRADE CROSSINGS through coastal towns without a stop in the communities that it will destroy. What is wrong with this picture?

Sincerely,
Cheryl Kozloff

Recipients

Commissioner Chuck Nelson District 2
Commissioner Mary Bolin Lewis District 4
Ananth Prasad Florida Department of Transportation
Governor Rick Scott
Congressman Paul Ryan

From: [KATharine Miller](#)
To: AAF_Comments@vnb.com
Subject: IS ALL ABOARD FLORIDA THE NEXT SOLYNDRA?
Date: Thursday, November 13, 2014 12:33:46 PM

My Name: KATharine Miller

My Email: katmill@ix.netcom.com

My Address:

103 River Rd, Hobe Sound, FL 33455

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Sincerely,
KATharine Miller

Recipients

Commissioner Chuck Nelson District 2

Commissioner Mary Bolin Lewis District 4
Ananth Prasad Florida Department of Transportation
Governor Rick Scott

From: [michel mercer](#)
To: [AAF Comments Reply](#)
Subject: IS ALL ABOARD FLORIDA THE NEXT SOLYNDRA?
Date: Sunday, December 7, 2014 9:04:11 AM

My Name: michel mercer

My Email: michellemercier3703@comcast.net

My Address:

Stuart, Florida 34996

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Sincerely,
michel mercer

Recipients

Commissioner Chuck Nelson District 2

Commissioner Mary Bolin Lewis District 4
Ananth Prasad Florida Department of Transportation
Governor Rick Scott
Congressman Paul Ryan

From: [m.mercier](#)
To: AAF_Comments@vfb.com
Subject: IS ALL ABOARD FLORIDA THE NEXT SOLYNDRA?
Date: Tuesday, November 4, 2014 5:17:04 PM

My Name: m.mercier

My Email: michellemercier3703@comcast.net

My Address:

3864 se old st lucie blvd, stuart florida 34996

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Sincerely,
m mercier

From: [bananalais](#)
To: AAF_Comments@vfb.com
Subject: Jake Owen Concert
Date: Friday, October 31, 2014 6:35:50 AM

This is in response to Lin Readings letter on October 31. The letter started out " I appreciate benefit concerts taking place in Vero Beach." After that sentence she stated what she found fault with. Basically, " it was too loud."

I also live near the stadium and I had my great granddaughter, Xander, who is 3 months old, for the night. We sat out in my yard until the concert ended. At times I was wishing it was louder because I couldn 't hear all the words.

I feel we owe Jake Owen a great big THANK YOU for choosing to do this benefit in Vero Beach. All the proceeds go to benefit special organizations who can really use the funds. And after all--- it's only one night!

Lois Cappelen
2145 35th Ave
Vero Beach, Fl.32960
772-567-2270

Sent from Samsung tablet

From: williamcarpenter101@comcast.net
To: AAF_Comments@vfb.com
Subject: John Winkle please read this plea
Date: Tuesday, December 2, 2014 3:02:41 PM

Dear Mr. Winkle,

All Aboard Florida would be a huge problem for Vero Beach, Florida and other communities where the railroad divides the town into two sections. In Vero Beach's case our Hospital, several Fire Stations, Police Station are on the East side of the tracks. Much of our shopping and entertainment businesses are on the West side of the tracks. With our present Railroad schedule, a train coming through rarely causes any dangerous delay in First Responders service to the West side of Vero Beach's citizens. All Aboard Florida would change this.

Even a trip to the mall or a stop at the grocery store could become problematic having to wait backed up in traffic as trains roll through our community at annoyingly short intervals. The trains and the tourists bring nothing to Vero Beach's, Sebastian's, Melbourne's economy. Actually these and other communities along US 1, and I 95 are hurt financially because the tourists who used to drive to South Florida stopped at restaurants and Motels regularly. If these former customers are swept past on a fast train there is no benefits for our businesses.

Having 100 mile an hour train shooting through a heavily populated area presents safety concerns that cannot be ignored. Shush, shushing the danger is not responsible response. Vero Beach's tranquil atmosphere would be blasted away with the constant clashing noise. South Florida does not need this. There are airports, sea ports, and Florida's Turnpike, US 1, I 95 and the Tourist Business is thriving there. Some few business people will make money but at the expense of the large numbers of Florida Citizens who will be hurt. If All Aboard Florida passes it will be a nightmare for the People who live along the tracks.

No,NO,No-- this is a very bad idea. Check Europe, England, etc. where these super fast trains operate, Do these trains blast their way through congested population areas? NO ! If this All Aboard Florida is such a necessary and wonderful business opportunity --- build tracks out of urban areas.

Suzanne Carpenter
William Carpenter

From: [Kelly Tidwell](#)
To: AAF_Comments@vfb.com
Subject: john winkle
Date: Wednesday, November 19, 2014 6:05:44 PM

Please put a station in Brevard County.

As a flight attendant based out of OIA, I make that drive twice a week and this would not only save gas, helping the environment it would take traffic off of I-95.

My self along with my husband who drives to Disney Headquarters on a daily basis would use this service regularly along with at least 100 other Southwest Airlines employees I know that live in Melbourne Beach, Indialantic, Satellite Beach, Melbourne, Indian Harbour Beach, Cocoa Beach, Merritt Island and Viera.

--

Kelly Tidwell
Inflight Beverage Specialist

From: [Your Realestate advisor](#)
To: AAF_Comments@vnb.com
Subject: John winkle
Date: Wednesday, November 19, 2014 11:35:28 AM

1. Will FEC be allowed to use the new 528 tracks to transport freight from the port Canaveral lines once constructed?
2. What jurisdiction does the FRA have over the project now that All Aboard Florida is not attempting to get federal funding for the project?
3. If All Aboard Florida backs out of their request to get federal funding and instead receives its funding via private bonds does that excuse them from conforming to any impact mitigation that is "recommended" by the final impact statement?
4. If the FRA is not involved or their role is diminished due to the lack of funding for All Aboard Florida will the surface transportation board be reinserted into the oversight process?

Thank you for your consideration.

Jinger Knox
321-288-1689

From: [Dorothea Loos](#)
To: AAF_Comments@vfb.com
Subject: John Winkle:
Date: Wednesday, December 3, 2014 11:29:00 AM

How is a financial venture allowed to progress when thousands will be harmed by delays to MD or Hospital. This is to say nothing of the problems it will cause to boating and that includes COMMERCIAL boating--barges loaded etc.

Where is the concern for all that this venture will cause. If it is necessary it should be ABLE to find a better route

Sincerely,

Claude and Dorothea Loos-- Stuart Florida

From: [Sandra Richter](#)
To: AAF_Comments@vfb.com
Subject: John.Winkle@DOT.Gov,Floridanotallaboard@gmail.com
Date: Monday, December 1, 2014 4:22:22 PM

Dear Sirs/Madam,

I just want to comment on how the impact of that many trains a day will affect these small towns. I came from a town in Wisconsin that had to build a new hospital on the East side of town due to the railroad tracks after too many ambulances were stopped by the railroad.

The traffic in Stuart and Fort Pierce is already an issue and to add that many trains a day is going to be horrendous. I am not sure how you can justify using these tracks.

It seems to me it's not an issue of what is best for the people but what is best for who has the most to gain.

Thanks for listening.

Sandy Richter

From: [Lynda alexander](#)
To: [letters to the editor](#); AAF_Comments@vhb.com
Subject: Just say "no" to AAF
Date: Saturday, November 22, 2014 2:15:38 AM

I've been following this "All Aboard Florida" fiasco for some time, as we all have. Personally, I see zero value, and considerable costs to our area. Those costs will come primarily in the form of quality of life issues. They will not stop here. They will run through here frequently. I can probably speak for the majority of us who live here year-round. They will wreak havoc on our automobile and boat traffic. It's very possible that we will lose a significant amount of tourist traffic and the revenue that comes with it. My reasoning for this is that many tourists who would normally fly into and out of Ft. Lauderdale & Miami, rent cars & drive through our area, making stops at some, or all, of the quaint little towns in our area as they head for the ultimate destination - Disney. Bottom line, in my opinion: unless we are added as a stop on the service, it's a lose/lose situation for us.

Lynda Alexander
Port St. Lucie, FL
(772) 579-1520

Sent from my iPhone

From: [John DeRose](#)
To: AAF_Comments@vnb.com
Subject: Lack of common sense on your part, but you have to show your power
Date: Monday, December 1, 2014 9:40:25 AM

You could at least explain why you need to use congested rails. Instead of the more western set. You could explain why you need to affect so many bridges, marinas and towns and people. You are well aware of how many people you will affect for the worst. You are pissing on Miami and Orlando's head and telling them it's rain. Is this a political payback for the fiasco in New Jersey?

John DeRose,
Stuart Florida

From: [Larry Bennett](#)
To: AAF_Comments@vnb.com
Subject: Larry Bennett opposes the "All Aboard Florida" project
Date: Friday, October 10, 2014 3:57:23 PM

Dear Sir,

I believe this project will not only be detrimental to
our environment but a severe hindrance to our traffic
with the number of trains daily heading north and south.

Could this project be not funded and cancelled?

Respectfully,

Larry J. Bennett

Qualitek Services, Inc.

700 North Wickham Road

Suite 101

Melbourne, FL 32935

321-259-2400 (voice)

321-821-1373 (fax)

lbennett@qualitek.biz



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

From: [Madison, Dori](#)
To: AAF_Comments@vfb.com
Subject: Let's get aboard!
Date: Wednesday, October 8, 2014 5:31:52 AM

FRA Leaders,

Florida needs All Aboard Florida. As a native Orlandoan with close family and professional associations also in Brevard to South Florida, I personally will use and promote the use of All Aboard Florida.

More impactful, our organization connects with over 30,000 residents daily in our six county region, many of whom depend on public transit and rail as a primary means of intra-city and intra-state travel.

Please continue to make All Aboard Florida a reality to complement the emerging public transit system in metro Orlando and the east coast of Florida.

This opportunity, with the private sector behind a public asset, is a smart, once-in-several lifetimes chance to make convenient rail travel part of our highly mobile lives in Florida.

Dori I. Madison
Chief Marketing Officer
YMCA of Central Florida
433 North Mills Avenue, Orlando, FL 32803
P 407 895 4293 **F** 407 896 4247
E dmadison@cfymca.org **W** ymcacentralflorida.com



From: [Kori Benton](#)
To: AAF_Comments@vhb.com
Subject: Letter from Historic Preservation Board regarding All Aboard Florida <Watchdog: Virus checked>
Date: Tuesday, December 2, 2014 11:02:03 AM
Attachments: [All Aboard Florida.pdf](#)

Good morning,

The Historic Preservation Board has engaged in discussion regarding All Aboard Florida, and prepared a letter containing their concerns for distribution. Please find their letter attached, signed by Chairman Paul Sampson, of our Historic Preservation Board. It is our request that this letter be included in the review and consideration of the EIS Report and the overall consideration of the project.

If you have any inquiries or concerns, please contact me directly. Have a great day.

Have a great day.

Warm Regards,

Kori Benton
Historic Preservation Officer
(772) 467-3739

Planning Department
City of Fort Pierce
PO Box 1480
Fort Pierce, FL 34954

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From: [Elise](#)
To: AAF_Comments@vfb.com
Subject: Letter in support of All Aboard Florida
Date: Monday, September 29, 2014 8:36:42 PM

As a former University of Central Florida graduate student and South Florida resident, I am so pleased and relieved to hear of the news regarding the All Aboard Florida train.

I currently live in Ft. Lauderdale and work as a Speech-Language Pathologist in West Palm Beach. I support this train because I am looking forward to taking it to work everyday where I can be alleviated from traffic issues on I-95, and increase productivity by working while traveling on the train. In addition, not only will I gain efficient work time, I can also look forward to taking this train to Orlando on Friday afternoons, after work, to spend time with close friends and fellow UCF alumni for the weekend.

Florida's roads are already some of the most congested in the nation. As our population continues to grow, we must find alternative transportation options.

There is no other infrastructure project that will more profoundly and positively impact the state of Florida, which is why I am fully in support of All Aboard Florida.

Regards,
Elise Murley M.A. CF-SLP

From: [Brian Kronberg](#)
To: AAF_Comments@vfb.com
Subject: Letter of Support for All Aboard Florida - Attention John Winkle
Date: Monday, December 1, 2014 6:47:38 AM

Mr. Winkle,

As a resident of Miami (born and raised) our cities in southeast and central florida are in dire need of an alternative form of transportation that is efficient and reliable. The All Aboard Florida project is both and will not only dramatically improve the transportation functionality in these key cities but will create thousands of much needed jobs and spur significant economic impact to the state.

Please consider this email as my support for the project.

Thank you very much for your attention on this project.

Brian Kronberg
Miami, FL

From: [Patty Snider](#)
To: ["michael.lefevre@allaboardflorida.com"](#)
Cc: ["john.winkle@dot.gov"](#); [AAF_Comments@vhh.com](#); ["mbusha@tcrpc.org"](#); ["NUhren@PalmBeachMPO.org"](#); [Robert Premuroso](#); [Eric Jablin](#); [Joseph Russo](#); [Marcie Tinsley](#); [David Levy](#); [Ron Ferris](#); [Elicia Sanders](#)
Subject: Letter regarding All Aboard Florida from the City of Palm Beach Gardens
Date: Thursday, November 20, 2014 5:30:09 PM
Attachments: [Letter regarding All Aboard Florida from the City of Palm Beach Gardens 112014.pdf](#)
Importance: High

Mr. Lefevre:

Please find attached a letter regarding All Aboard Florida from Mayor Robert G. Premuroso on behalf of the City of Palm Beach Gardens.

Thank you.

Patricia Snider, CMC, City Clerk
City of Palm Beach Gardens
561-799-4122

CITY OF PALM BEACH GARDENS E-MAIL DISCLAIMER:

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From: [Floyd Layman](#)
To: [AAF_comments@vfb.com](#)
Subject: LETTER
Date: Friday, November 28, 2014 12:24:10 PM
Attachments: [Form AAF Letter.docx](#)

DATE: 11-28-2014

TO: John.Winkle@DOT.gov and AAF_comments@vfb.com (AAF_comments@vfb.com)

FROM: Floyd Layman, email address floyd37@bellsouth.net

Mailing address 835 Sapodilla Dr. Barefoot Bay, FL 32975

Dear Sir:

I am writing with concerns about the All Aboard Florida (AAF) passenger rail project and the Draft Environmental Impact Statement (DEIS) they have forwarded to the Federal Railroad Administration (FRA) for review and comment.

The DEIS repeatedly refers to the impacts of adding 32 high speed trains as "will be mitigated." No remedies are discussed for important issues like noise, vibration, air quality, construction staging or the impact more freight and 32 passenger trains will have on our natural habitats and wildlife. There has been a serious attempt by AAF to fool us into accepting their plan with misleading facts or partial truths at area forums. Additionally, as the South Florida Phase 1 segment is moving forward, many people believe there is nothing we can do to resolve their concerns. That sentiment has been used by AAF to limit comments and promise local officials concessions and/or stations "sometime in the future."

The new AAF tracks will bisect our community of mostly retired and senior residents. This means increased train activity could virtually cut off the east parts of my neighborhood from western portions. This is a serious impediment to the delivery of emergency services. Neighbors will be separated from neighbors and access to needed community services will be limited by increased delays at crossing.

Safety at railroad crossings is also a huge concern. Add 32 daily high speed trains, PLUS 16 to 20 freight trains to road crossings, that are level to the roadway (grade level) and we have an accident waiting to happen.

Also not adequately addressed is the demolition and replacement of the St. Sebastian River railroad bridge. AAF states the bridge will remain in its right-of-way. While the bridge may be in the right-of-way, the tracks are being moved east and at landfill will impact homes in the Little Hollywood community. Among the issues "to be mitigated" are the impacts of bridge construction on the annual winter migration of the Florida Manatee, an endangered species. The St. Sebastian River is treated as a stand-alone issue. No mention is made concerning its use as a watershed by the St. Johns River Management District or that the River is a tributary of – and included in - the National Indian River Lagoon Estuary, a Lagoon of national importance and in critical need of restoration.

Finally, Florida already has a passenger train that goes from Miami to Orlando and no one rides it. It's called Amtrak. The Government has to subsidize this service. I feel that the AAF train service will somehow be put on us as tax payers to pay in the future.

I am asking the Railroad Administration to reject the flawed Draft Environmental Statement and tell All Aboard Florida to do their due diligence and provide needed facts that truly justify this proposal. Better yet, tell them to move their trains west. Florida voters approved an amendment to the state's constitution in 2000 authorizing a high speed "bullet" train adjacent to Florida's Turnpike.

Sincerely yours,
Floyd Layman

From: [Catherine Lauritano](#)
To: AAF_Comments@vzb.com
Cc: Floridanotallaboard@gmail.com
Subject: liquid petroleum gas
Date: Wednesday, December 3, 2014 12:26:20 PM

I live in Evergrene in Palm Beach County. Yesterday, December 2, 2014 I watched a freight train pass Donald Ross road. On that freight train were nine or ten cylinder cars of a substance marked on the side as "liquid petroleum gas". The train was passing within a hundred feet of the 963 Evergrene homes. This is flammable and any accidental event would trigger a major disaster. Freight needs a railroad for future needs in the middle of Florida near the intended deposit depots, not next to crowded residential areas. Catherine Lauritano 1514 Carafe Court, Palm Beach Gardens, FL 561 775-3930

From: [NICHOLAS MARILLYN ZATORSKY](#)
To: AAF_Comments@vfb.com
Cc: namz726@bellsouth.net
Subject: Location of proposed service
Date: Tuesday, November 18, 2014 5:17:13 PM

I am an 87 year old Florida resident. Have lived in Vero Beach, Ft Pierce and Fort Lauderdale, all shoreline towns. Now I am in Port St Lucie. Watching this state grow, I realize the significance of tourism and the income that water fishing and other sports has provided has been a major part of this growth.. Why damage that by limiting bridge time etc with the new railroad plan? The town of Stuart made 95 be built ten miles from the center of town to protect the shoreline population. Why not use that plan? Marillyn T. Zatorsky 407 NW Sunview Way Port St Lucie, FL 34986 772 785 7361

From: [Lee Craft](#)
To: AAF_Comments@vnb.com
Subject: LOSS OF LIFE due to crossing delays
Date: Tuesday, December 2, 2014 12:16:31 PM

My Name: Lee Craft

My Email: alcraft7@gmail.com

My Address:

8095 SE Golfhouse drive
Hobe Sound, FL 33455

Delayed medical response and other emergencies would result in loss of life. This is in your hands.

Quality of life , declined property values need to be considered .Where are these calculations ?

Another political program that is an affront to the home owners and tax payers

From: [Lili Lavon](#)
To: AAF_Comments@vnb.com
Date: Sunday, September 21, 2014 10:37:43 AM

If the train does not stop there is no long term benefit to the residences of where the train goes through. It Will adversely affect businesses and residences for sure, so we should be able to benefit from it as well. Anyone that claims that there will be no negative effects from this is simply lying

From: merritt_22@bellsouth.net
To: AAF_Comments@vfb.com
Date: Sunday, September 21, 2014 11:06:19 AM

Sent from Windows Mail

John Winkle we do NOT want any of the trains coming thru here.

This is a quiet community and we want it to stay that way go out west were they belong. NOT ALL ABOARD.

John/Gayle Merritt, 3850 se middle st. Stuart, Fl 34997

From: [Linda J. Kreger](#)
To: AAF_Comments@vfb.com
Date: Wednesday, September 24, 2014 8:35:35 AM

NO TO ALL ABOARD FLORIDA FOR VERO BEACH FLORIDA!!!!

Lindy Kreger
Administrative Assistant
Curtis, Miller & Associates, P.A.
Vero Beach, Florida
772-234-8400
lkreger@ecwcpa.com

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From: [Patricia Bourdic](#)
To: AAF_Comments@vnb.com
Date: Saturday, September 27, 2014 8:51:11 AM

We are all senior citizens in this community and would like to live our twilight years in peace and quiet.

From: [Judy Fisher](#)
To: AAF_Comments@vfb.com
Date: Friday, September 26, 2014 12:07:01 PM

This proposal is just nuts!!! Why would we as residents in Brevard County want to support such an idea? The idea of such a large increase in train traffic is absurd... and the only areas to reap the benefits are on the tourist destination ends of the route.. we get nothing!!! Demolition of a historic bridge spanning the St Sebastian River is not acceptable.. not all of Florida wants to be like Orlando or Miami... rural,safe, quiet areas are important to maintain. What about the enviornmental impact...how closely is this being monitored? And what is the damn hurry anyhow... unlike most countries in the world train travel here is limited and largely unpopular.. are we building this so that foreign tourists can benefit by AAF?.... With the main concern being revenue for limited communities and total disregard for all others impacted by the increased rail traffic I see it as a no win situation for a large percentage of those who will be horribly affected. Would love to know what the rail ridership projections are. I am a fan of rail travel... when and if it is properly executed.. we in the US are terribly behind in this means of transportation!! More homework needs to be done before a half baked idea is set moving forward at the expense of the citizens of the Space and Treasure Coast.. Leave our little GEM ALONE!! Regards, Judy Frey

From: [Henry Baldinucci](#)
To: AAF_Comments@vnb.com
Date: Friday, September 26, 2014 4:47:25 PM

Have them place the tracts on a more direct route between miami and orlando and bypass vero beach.

From: hamelrp@comcast.net
To: AAF_Comments@vzb.com
Date: Saturday, September 27, 2014 10:03:54 AM

we are completely opposed to your plans that will interfere with our life...the more we learn, the worse it gets..Dick and Adele Hamel

From: [rosemary diehl](#)
To: AAF_Comments@vfb.com
Date: Wednesday, October 1, 2014 10:51:28 AM

Someone needs to think about the people that live in between the FEC tracks and the Tri-Rail tracks in regards to emergency situations. I happen to live on a street with a significant elderly and unwell population. The neighborhood is marginal. It is important that we know that should a train be on each track there would be a way for police and EMT personnel to get to us.

Rosemary Diehl
957 29th Street
West Palm Beach, Florida 33407
561-452-7874

From: [Gale Baker](#)
To: AAF_Comments@vhb.com
Date: Wednesday, October 8, 2014 8:30:04 AM
Attachments: [AAF Response EIS .pdf](#)

Here is the place to send your comments. Mentioning that the EIS is from FEC and not an impartial third party is important. AAF_comments@vhb.com
I attach my response. I figured the last cache might be too big to include this one too. I think it is worth mentioning that 50 freight trains and 32 passenger trains will pretty much destroy our lives here on the Treasure Coast.

Have a Great Day as you Dance at dawn. Sing at sunset. Laugh in the moments between.

Gale Baker

**www.neonqueens.com* <<http://www.neonqueens.com>>*

843-253-6211

From: [Robert Puglisi](#)
To: AAF_Comments@vnb.com
Date: Monday, October 27, 2014 7:53:31 PM

From: [d fox](#)
To: AAF_Comments@vfb.com
Date: Tuesday, October 28, 2014 3:54:27 PM

Please - no train through Indian River, St. Lucie and Martin counties. These areas will be ruined for no direct benefit. Let the train run up the center of the state. Leave our coast unscathed. We already have bad RR tracks with holes, etc. Someone that I know was just about killed on his motorcycle after going over these poorly maintained tracks. The freight trains are bad enough. Property values will be diminished. fini

From: [captjz](#)
To: AAF_Comments@vzb.com
Date: Tuesday, October 28, 2014 7:03:15 PM

I see no gain from a train to are area, only having to wait at intersection for the influx of train traffic. How will it affect the train bridge in stuart. That bridge takes a long time to raise and lower. Will we have trains waiting stopped in stuart. It should go way west of town or elevated above the turnpike or I 95

Sent on the new Sprint Network from my Samsung Galaxy S®4.

From: ntevero@aol.com
To: AAF_Comments@vrb.com
Date: Tuesday, November 11, 2014 4:13:58 AM

I would like to know full environmental and sound impacts, impacts on emergency vehicles, impact on safety at crossings in Indian River County (specifically Sebastian).

From: [Michelle Wilson](#)
To: AAF_Comments@vfb.com
Date: Thursday, November 13, 2014 9:59:54 AM

Mr. John Winkle,

Why does the federal Railroad Administration want to upset our life? If the proposed All Aboard Florida become a reality, the company may benefit, but most of us residents will lose. Our property values will decline since we live so close to the track, our sleep will suffer due to noise, our travel time will increase at crossings, first responders will be slowed at crossings, the danger of such a fast train so close to traffic and homes is frightening and the expense to our communities will impact us financially.

I am very confused about the need for such a large number of trips per day. What is the need for that? I cannot see how this will be a profitable business. I am aware of the large amount of money being asked for as a loan from the Federal Government. If this train fails, we will again be impacted in the default on the loan.

We are very much against the venture and are upset that this has being done without the tax paying people being considered. I don't know who will gain, but I know many many will lose.

STOP ALL ABOARD FLORIDA.

James and Michelle Wilson
62 Woodland Drive #101
Vero Beach, FL 32962

From: mahofney@aol.com
To: AAF_Comments@vfb.com
Date: Thursday, November 13, 2014 4:28:20 PM

I oppose All Aboard Florida (AAF) due to the serious threats it poses to the economy, public safety, and quality of life across the Treasure Coast and Palm Beaches, as well as its risky use of unsecured taxpayer dollars. AAF would cause emergency vehicle delays, create traffic jams, raise noise pollution, and block waterways along hundreds of miles of tracks to the detriment of the marine industry and real estate values. In addition, AAF may force Florida towns and cities on already-tight budgets to foot the bill for quiet crossings and future maintenance.

From: deanmo19@aol.com
To: AAF_Comments@vzb.com
Date: Friday, November 14, 2014 9:44:27 PM

All you need is stations for Palm Beach Gardens, Jupiter, St. Lucie, and Melbourne to be opened soon.

From: [Betty Duffy](#)
To: AAF_Comments@vhb.com
Date: Sunday, November 23, 2014 3:14:28 PM
Attachments: aaf_comments@vhb.com.mailto

Of all the negative comments I have read concerning your plans to run trains through our community there is not one negative comment that I disagree with. I have always been in favor of public transportation, having lived and worked in New York City. My father worked for the Pennsylvania RR, but what you are planning is not for the public good. I wonder if you have considered the law suits you may receive from people not being able to get to the hospital or having their house burned down due to a delay by a train. I know that once visiting Terre Haute, Indiana that it is a way of life for people and ambulances to be delayed by trains and that the community accepts that, I believe it may be worse for the Stuart community. Of all the repeated negative comments I have heard only one time did I read that when you borrow taxpayer money and if you don't succeed you do not have to pay the loan back. That is not a good plan for citizens ..

From: [Schwey Realty](#)
To: AAF_Comments@vfb.com
Date: Wednesday, November 26, 2014 2:30:07 PM
Attachments: [FEDERAL RALROAD ADMINISTRATION.pdf](#)

Federal Railroad Administration

Attached: Letter

Polly E. Schwey, Broker

Schwey Realty
1958 33rd. Avenue
Vero Beach, Florida 32960

(772) 562-8722 Office
(772) 562-1579 Fax

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From: [Jack/Mary Berrigan](#)
To: AAF_Comments@vnb.com
Date: Monday, December 1, 2014 8:29:30 AM

Please record us as being totally against the increased train traffic. What concerns us most is the lack of concern for the emergency vehicles being able to cross the county. Also, the increased noise and inconvenience generated by more trains.

John T. & Mary P. Berrigan
894 Island Club Sq.
Vero Beach, FL 32963

From: [Donna Valachovic](#)
To: AAF_Comments@vnb.com
Date: Monday, December 1, 2014 9:25:43 AM

Regarding All Aboard Florida - We think the proposed route is ludicrous. Example: here in Sebastian our hospital is on East side of tracks.....25,000 - 30,000 people live on West side of tracks. Eventually lives will be lost in ambulances, waiting for trains.

Tom & Donna Valachovic

From: [Arlene St Germain](#)
To: AAF_Comments@vnb.com
Date: Monday, December 1, 2014 9:59:14 AM

I would like to comment on the AAF situation. I live in Hobe Sound and, in addition to problems with intersections and safety, the quality of life would be greatly affected by the number of trains passing daily. I drive along A1A frequently and note the close proximity these communities are to the tracks. I've read that there are tracks west of 95 that could be used instead. Why then would you disrupt all these communities and not use them? Also, for those living close to the tracks, the value of their homes is going to take a big hit. That's not fair. Hope you're listening to the people. Thanks. Arlene St. Germain

From: [DAN WALKER](#)
To: AAF_Comments@vfb.com
Date: Monday, December 1, 2014 11:07:08 AM

Dear Sirs,

I am sure that you recognize that the study paid for by the Fortress group is totally self serving. This project will be an absolute tragedy for all the coastal towns that the line transits. Furthermore your organization is in the best position to understand the lack of profitability of American passenger trains and the safety of any loans given them.

Please veto this project and demonstrate that your agency cannot be influenced by a big business at the expense of the public.

Sincerely,

Daniel Walker

1856 Mooring Line Drive
Vero Beach, FL.

From: crane1903@aol.com
To: AAF_Comments@vzb.com
Cc: tcnletters@tcpalm.com
Date: Monday, December 1, 2014 11:31:27 AM
Attachments: [letter AAF 12-1-14.docx](#)

From: brausam@juno.com
To: AAF_Comments@vzb.com
Date: Monday, December 1, 2014 5:15:30 PM

I am against the All Aboard Florida trains. We have NOTHING to gain here in Vero Beach and alot of peace and tranquility to lose. Traffic at the r/r intersections will be affected, as well as businesses and homes along the rail line.

Jane Brausam
1090 Ansley Ave SW
Vero Beach, FL 32968

Odd Trick Fights Diabetes

"Unique" Proven Method To Control Blood Sugar In 3 Weeks. Watch Video.
DiabetesProtocol.com

From: [Chris Guerrieri](#)
To: AAF_Comments@vnb.com
Date: Monday, December 1, 2014 6:32:06 PM

Just say no. No it does me no good. My property value will go down. This stinks all around! A lose lose

Sent from my iPad

From: [Chris Guerrieri](#)
To: AAF_Comments@vnb.com
Date: Monday, December 1, 2014 6:33:07 PM

We live in Vero. This will negatively effect our quality of life and lower our house value
Not good for the citizens, not good for the community.
Stop AAF

Sent from my iPad

From: [Ron Adamson](#)
To: AAF_Comments@vnb.com
Date: Monday, December 1, 2014 7:07:06 PM

This is the disruption the AAF would cause just one man and his family who live in Sebastian FL.

I have a 25 year old business located in Sebastian which fronts on US Hwy 1 in the heart of the business district. The back door of my building is about 125' to the FEC tracks.

Of course I knew back in 1989 when I built that being that close to the tracks would be a negative but never dreaming that anyone would ever be so crude to disrupt the lives of hundreds of thousands of people by increasing the traffic on this track as proposed. MY business requires that the building be open air year round. I now have to put people on hold when a train is passing and I am on the phone. Can you imagine with 32 more trips a day?

I personally cross those tracks on an average of 6 times during a business day 7 days a week. How much additional time out of my life and my business day will this cause me?

I built my home 3/10 of a mile West of the RR tracks 10 years ago. I designed and built the home to be an open air residence with 6 sets of French Doors opening to the screened pool area. I now hear most train during the night when sleeping with the doors open especially the 5 AM one blasting his horn but once again I can live with that but an additional 32 trips would be unbearable and heaven only knows how much it would depreciate my property value.

The city of Sebastian's business district lies 90% +or- east of the tracks along US Hwy 1 as does our only hospital and 90% + or – of the residents, 20,000 + live West of the tracks. What would you conclude from this folly?

To have this even being considered is beyond belief for my little brain. I know that money speak but just consider the change this will make in me and my family's life and multiply that hundreds of thousands between Palm Beach and Cocoa FL.

Yours, Ronald Adamson
Sebastian Car Wash
sebwash@att.net
772-713-5138

From: [DAN WALKER](#)
To: AAF_Comments@vfb.com
Date: Monday, December 1, 2014 7:08:34 PM

Dear Sirs,

I am sure you realize that the study paid for by the Fortress Group is totally self serving. This project will be an absolute tragedy for all the coastal towns the line transits. Furthermore your organization is in the best position to understand the profitability of American passenger train lines and the safety of any loans given them.

Please veto this project and demonstrate that your agency can not be influenced by a big business at the cost of the public.

Sincerely,

Daniel Walker
1856 Mooringline Drive
Vero Beach, Florida

From: [elizabeth iovino](#)
To: AAF_Comments@vfb.com
Date: Tuesday, December 2, 2014 7:45:00 AM

I do not want the high speed train, I live by tracks and I think the project is very dangerous to humans and to wildlife. Put the trains out west in Port St Lucie/Stuart area Thank you E lovino..

From: [Barbara Brugh](#)
To: AAF_Comments@vfb.com
Date: Wednesday, December 3, 2014 6:36:05 AM

It is now the responsibility of AAF NOT to allow this rail project to go forward through all the small towns like my Vero Beach. Too dangerous! For all the reasons that have already been shouted at meetings after meetings. Take the project elsewhere in the middle of the state. Barbara M. Brugh

Barbara Brugh
Brughbm@bellsouth.net

From: [Barbara Lyons](#)
To: AAF_Comments@vfb.com
Date: Tuesday, December 2, 2014 12:38:23 PM

This train will destroy the treasure coast. Its ruinous for the ecology and tracks run through every town and city along its route. This will slow response time for emergency vehicles and could cost many lives especially considering the number of senior citizens in Florida. In many of these towns the tracks run very close to schools making this an unthinkable situation. Also is there a plan to prohibit freight trains which can be very long and further slow response time. The noise and vibrations will destroy streets and highways as well as homes built of concrete block.

From: [carol.fitzpatrick](#)
To: [Federal Railroad Administration](#); [AAF.Comments@vrb.com](#); [EFieldin@martin.fl.us](#);
[Patrick.Murphy@mail.house.gov](#)
Cc: [tcnletters@scripps.com](#); [Florida Not All Aboard](#); [nikkiv"@martin.fl.us](#)
Date: Tuesday, December 2, 2014 5:13:49 PM

Dear Federal Agency,

Have you ever heard of **Confusion Corners in downtown Stuart?**

Please take the time to visit the confusion, it has 4 streets and railroad tracks that converge on the rotary circle!

How in good conscience could you add 32 more trains per day? Where is our Safety?

Our hospital, doctors, government buildings restaurants, small stores and our historic Feed store are located along these streets!

Respectfully,

Bill & Carol Fitzpatrick
1589 SW Sea Holly Way
Palm City, Fl. 34990

Sent from Windows Mail

From: 7725326883@txt.att.net
To: AAF_Comments@vzb.com
Date: Tuesday, December 2, 2014 4:44:06 PM

We are against all aboard
Beverly

=====

This mobile text message is brought to you by AT&T

From: [Linda Kelly](#)
To: AAF_Comments@vfb.com
Date: Tuesday, December 2, 2014 7:11:07 PM

stop it now it will not help Florida it will hurt our Communities' stop it now

From: [Suzie Smith](#)
To: AAF_Comments@vhb.com
Date: Tuesday, December 2, 2014 9:21:05 PM

AAF_comments@vhb.com

Dear Mr. Winkle,

I live in Fort Pierce on Hutchinson Island. Since hearing of the AAF plan more than a year ago, I have made it my business to travel this city and find what changes would occur IF AAF becomes a reality. My travels have exposed many barriers to my city's growth and prosperity and will, in fact, destroy this beautiful little town.

Having traveled over the South Bridge onto and out of the island, I have discovered many things which do not "gel" with the FRA/EIS report. It is these things which I wish to point out to you in this letter.

First, the distance is very short coming off the bridge and moving straight ahead to US 1. I cannot imagine how you think an 11.5 minute delay [EIS] with the "passenger trains" could not back up traffic coming onto the bridge from US 1 and going off the bridge toward US 1. The area is already compromised by trains and heavy traffic and a major safety factor would ensue with even more "passenger" trains added to the heavy freight trains already traveling these tracks.

I also have been amazed at how many individuals have become aware that this planned passenger service is not a passenger service at all given the increased shipments through the Panama Canal and the expansion of Miami Harbors. The passenger service planned by AAF will lose money as does every passenger service in the United States, but it will be profitable for freight. I must conclude with the majority of knowledgeable individuals that freight will be AAF's focus, not people.

If we follow this logic, then we have to look at the "passenger" trains as freight, don't we.

On one of my city exploration days, I went to my regular hair salon appointment five stores down the street from the railroad track. As I parked, a large horn sounded and a freight train came slowly through the town. I was very early for my appointment, so I decided to watch the lumbering train crawl through the city. From the time the train traveled through the Orange Avenue at-grade crossing until it once again let traffic through, 23 minutes had passed. Now, if the passenger service AAF has planned for the Treasure Coast is—in reality—a freight service, the at-grade crossings in Fort Pierce alone would often take this amount of time to complete its journey. I am sure you have already thought of this since you did a careful study of our "rural", "low population" area.

During the time the train passed (I counted 63 WALMART cars, untold liquid tank cars, and numerous other cars...I lost count, I regret), blocked cars downtown began to find ways to wiggle out of the line of traffic after the train came to a complete stop. They could not,

however, find an exit---the city, the taxpayers will be responsible for correcting this, I suppose.

If a freight (passenger train) is stopped for more than one-third of an hour, I thought (I am sure you have thought this through as well), and "passenger trains" pass every 15-16 minutes, it is likely, we will be unable to reach town from US 1 or to US 1. This problem will then impact our town, our recreational facilities, our ability get anywhere or be anywhere except waiting for trains. I cannot imagine you did not analyze this situation when you wrote the EIS!

Of course, with our exits and egresses so compromised, taxpayers will again pay up to keep our town alive and moving.

Overpasses must be built, the single existing bridge will require careful reconstruction, our crumbling underpass built not to allow heavy trucks through must also be rebuilt...and where will the money come from. From the people in Fort Pierce who cannot afford such expense!

Property values on beautiful, old Indian River Drive will decrease as will our tax base.

Businesses will close when they cannot be accessed. What exactly, I have asked myself a million times is the benefit in this train (passenger?) to bring to the Treasure Coast? Where is the money to come from to repair and build new track accesses so tourists can enjoy our Saturday Market? Our Fishing Tournaments? Our growing ART community? Our growing theatre? Our ...all will be divided and forgotten by a passenger train in name only; by more and more freight trains cutting our towns in two.

I want to make a suggestion concerning your analysis of the Treasure Coast. Place, for example, car counters---those tubes across the roads---which will accurately count the number of cars coming off the South Bridge and the number of cars stopped for trains, and the number of cars coming north or south on US 1 who wait for the trains to pass. You have done this already, I hope, because you could not possibly make a decision without knowing this information! You could not possibly make an informed decision to destroy an entire Treasure Coast without careful study of such havoc which will result in a decision to allow a 1.6 Billion Dollar loan to be offered to AAF...but then, who hired you to do the EIS? Who paid for information which would cause the government to hand out the tax dollars from residents of the Treasure Coast.

Without a clear plan for our neck of the woods, Mr. Winkle, this project must not go through. If you have a conscience, I would suspect you already know all the issues I have presented here. I suspect you already know we have been hung out to dry and our town---like the ghost towns of old---will simply die while waiting for trains billed as passenger trains to back up traffic with little regard for the citizens or the tourist or the healthcare workers. A long list of individuals will lose their jobs in our area, but AAF has much profit to gain.

Send your trains west. Set your cargo on the water. Find another way to make moving goods from the Panama Canal inland and upland to save our Coast. You must.

Suzie Smith

2400 South Ocean Drive

4300A

Hutchinson Island, Fort Pierce

34949

From: [Captain Jeff Marchant](#)
To: AAF_Comments@vfb.com
Date: Wednesday, December 3, 2014 7:25:19 AM

All Aboard Florida.....I have been educating myself about the AAF project via local news & newspapers as well as the AAF website. So basically I am told what they want us to hear/know.

I am an avid cyclist & hope a bike path will run side-by-side the entire All Aboard Florida route. A safe long distance bike path is much needed here in FL as our residents view biking as an alternative to supporting out dirty coal/oil industry and greatly reducing our states own carbon footprint.
So I support a safe, long distance bike route through our state.

The fact that Gov. Rick Sott has his dirty hands are on this project sickens me. I did not vote for him, nor do I support him.

He did not create the over inflated # of jobs created in his 1st term. He simply happened to be in office when our country's economy started its rebound.

Just as you can't blame Gov. Christ for all the jobs lost when he was in office. Our entire Country went into recession due to the greed of our Banks. Yes the greed of all the mortgage brokers approving people who had no business even applying to buy a house in the first place.

So I do not support the project because I do not want to see Gov. Scott to continue bilking residents & pocketing large sums of money from this or any project.

I am a homeowner & believe house ownership is a privilege and an honor. AAF should change its route & build tracks outside of our towns **using Gov. Rick Scotts' own private bank account to fund the new tracks**, not U.S. Gov Loans or Funds. I know I wouldn't want my home/property value plummet because of 1 greedy and crooked Governor who I don't even support. NO TAXPAYER MONEY SHOULD BE USED FOR THIS "PRIVATE" VENTURE.

So I do not support the project for what it will do to the real-estate economy in certain areas and the fear my own taxpayer funds being used without my consent.

Kind of like Florida Lotto when it started. Weren't FL Lotto profits supposed to be used for the FL school/education system? Why do we still have one of the worst education systems in the country...why are pay & job cuts being made?

Of course anything of this magnitude will increase traffic congestion, noise pollution & air pollution. Being an avid environmentalist I do not approve of any project that will increase our states carbon footprint, after all, we already possess everything needed for our state to be independent of the oil industry...wind, ocean, sun.

So I do not support what the project will do to our already dwindling environment.

The New River Bridge in Ft. Lauderdale does not affect me directly, but after reading what the # of AAF trains can do to the downtown area (bring water & vehicle traffic to a snarl numerous times a day) helps me see the adverse effects this project will have on our local areas. This is only one example, but I know I am snow blinded by media about other areas that will be affected in the same manner by the project.

I do not support any project that will affect the well-being or economy of any area, so again I would have to vote no to the project.

I do hope my views will not be discarded due to my non-support of Gov. Scott.
My environmental practices greatly outweigh the benefits of AAF so.....

MY VOTE IS NO....I DO NOT SUPPORT ALL ABOARD FLORIDA

I would much rather see a cleaner earth for our children of the future than greedy politicians pocketing more money.

Sincerely,

From: [William Nicholas](#)
To: AAF_Comments@vnb.com
Date: Wednesday, December 3, 2014 8:24:49 AM

Would you want this intrusion in your back yard?

Sent from my iPad

What's your flood risk?

Find flood maps, interactive tools, FAQs, and agents in your area.

<http://thirdpartyoffers.juno.com/TGL3131/547f0f02fec5f0136fest01duc>

From: [Keith Weisgerber](#)
To: AAF_Comments@vfb.com
Date: Wednesday, December 3, 2014 8:24:47 AM

To whom it may concern, I think I speak for the majority of residents living in Martin County when I say your proposal of a high speed train running thru our downtown district is not acceptable by ANY standards. We are not going to sit back and watch this happen, especially when you have the option of using the existing railway that runs thru the center of the state, and is a direct route to Orlando. I hope you don't think we are all stupid enough to expect that this is a passenger driven endeavor. We have already had trains come off the tracks here in Stuart, and even at a slow speed the cars were almost in Dixie Highway.

As a taxpaying resident of the state of Florida I believe I have the right to a say in this destructive waste of our way of life here. IT'S ALL ABOUT THE MONEY, RIGHT?

Keith S. Weisgerber

From: [GEORGE and FAY GEHRING](#)
To: AAF_Comments@vnb.com
Date: Wednesday, December 3, 2014 10:30:01 AM

I beg You to PLEASE PLEASE not sent the All Aboard Florida Train through

Treasure Coast...

It would destroy the beauty of the Treasure Coast and the lifestyle of many many residents...

If you find it necessary, please consider going west to the turnpike or Rt.95

From: [Chris Konow](#)
To: AAF_Comments@vfb.com
Date: Wednesday, December 3, 2014 1:08:44 PM

We are residents of Fort Pierce, Fl and are against the High Speed trains going through our town. We have not read the environmental report released by your organization but all the media reports state that it is inconclusive. Our major concerns are what the train is going to do to our lovely area. First, Safety - A very high percentage of our citizens live on the "other side of the tracks" and will have only two ways to get to doctors, clinics and hospitals. Emergency vehicles will have only the same two routes to reach the citizens in times of emergency. One is to North Beach and the other to South Beach with no connection between the two. As you undoubtedly know, in cases of heart attack and/or stroke, time to treatment is VERY important and you probably also know that a high percentage of our people here are the elderly. Second - Our downtown is lovely - have any of your organization visited it? It is old and we have spent considerable amounts of money to up grade buildings and businesses to keep it historically important. We have a Lovely Theater which is about one half block from the railroad and trains going through every half hour will not only destroy the desire to attend some first class performances but very likely destroy the building itself from the vibrations of that many high speed trains passing so close.

We believe your proposal to put through this plan will destroy not only our town but also the other areas north and south of us. Again, as residents of Fort Pierce, Florida we are very much AGAINST the proposed High Speed Trains going directly through our Lovely town.

Anxious Residents,

Christ L. Konow
Delores G. Konow

From: 5169840924@pm.sprint.com
To: john.winkle@dot.gov
Date: Wednesday, December 3, 2014 5:00:57 PM

Sent from my mobile.

Need to derail Florida all aboard it is a big scam

From: [Zita Cael](#)
To: AAF_Comments@vnb.com
Date: Wednesday, December 3, 2014 8:19:14 PM

All media coverage indicates AAF is an absolute. The reality for private citizens along its route is diminished quality of life, and reduced property values. AAF should be obliged to compensate the loss, especially those who suffer noise pollution, increased taxes, and zero access to the advertised service.

Corporate interests are focused on freight and deep water ports in light of the Panama Canal improvements. The "tourism" angle is subterfuge.

Z. M. Cael
3010 Sherwood Blvd.
Delray Beach, FL 33445

From: [Patricia Vafiades](#)
To: AAF_Comments@vnb.com
Date: Monday, October 20, 2014 3:42:03 PM

Please reconsider the decision to allow trains to come through our quiet town and disrupt a well established community of Vero Beach. Thirty two trains a day????that is more then one an hour. We will hardly be able to ever know what quiet is again. There seems to be much inland property that could possibly be used and the ones who want this to be done have enough money to construct it. Why can't you use that instead of imposing on us who have lived a peaceful life in Vero. ...Vista Royale is right by the trains and it would be terrible to the residents to have to endure this...

You must consider us and many others this will affect in the future.

Thank you and I would appreciate your consideration in this matter.

A Very concerned resident of Vista Royale.

From: [Vincent Pucci](#)
To: AAF_Comments@vnb.com
Date: Saturday, September 27, 2014 2:20:28 PM

I am against this proposal, do u realize what this would do to Real Estate Values? No doubt none of your cronies live in the area of this LOUD NOISE or this wouldnt even be an issue. I hope that this proposal gets tied in Court for years.

V Pucci Vista Royale

From: [Gwen Shefveland](#)
To: AAF_Comments@vnb.com
Date: Saturday, September 20, 2014 10:27:20 AM

NO TO ALL ABOARD FLORIDA

From: [Domenica Labbate](#) on behalf of [Ed Fielding](#)
To: AAF_Comments@vnb.com
Subject: Martin County Comments - Part 3
Date: Tuesday, December 2, 2014 3:59:52 PM
Attachments: [MartinCountyComments3_AAF.pdf](#)
Importance: High

Attached is the final segment of Martin County's comments.
Thank you for your consideration.

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From: [Domenica Labbate](#)
To: AAF_Comments@vfb.com
Subject: Martin County Comments on AAF
Date: Tuesday, December 2, 2014 3:56:25 PM
Attachments: [141202_FRA_AAF_Ltr.pdf](#)
[MartinCountyComments_AAF.pdf](#)
Importance: High

Attached is Martin County's letter and comments on the DEIS for All Aboard Florida.

Because of the size of the file, the comments will be sent in three emails.

Thank you,

Domenica Labbate

Martin County Board of County Commissioners

Executive Aide – District II

772.288.5421

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From: [Hillary Gropp](#)
To: AAF_Comments@vfb.com
Subject: Martin County Resident
Date: Monday, December 1, 2014 11:19:56 AM

Greetings,

In the past several months, there has been much reporting in the local news with regards to the All Aboard Florida.

With time drawing to a conclusion for public comments, I thought I better send mine.

I am a native Floridian, born and raised in Jacksonville, however, I have resided in Martin County for the past 25+ years.

It is my opinion that AAF will adversely affect this region, with few, if any benefits to our economy. It is a long held opinion that certain external factors can determine the value of real estate, and train tracks/schedules is on of the top. This belief can be swayed either way, for instance, if public transportation is a priority in a urban setting, living close to a train station has an inherent value of convenience. However, this is not the situation for Martin County, as there will not be a train station situated locally.

Since the tracks involved for AAF are located in the eastern portion of the county, this will be a negative for the population, both personally and professionally, and likely economically too. The benefit to our region is nil. Even more thought provoking is the future success of AAF altogether, with rider use unproven to date.

It seems to make more sense to use the tracks that are located in the western portion of the county for AAF. It will be more efficient for the purposes of AAF and far less disruptive to the residents of Martin County.

Thank you for your attention to this email.

Sincerely,
Hillary Gropp
PO Box 1518
Palm City, FL 34991

From: [Liz Hall](#)
To: AAF_Comments@vhb.com
Subject: Martin County speaks
Date: Wednesday, December 3, 2014 1:19:12 PM

Hello,

We are residents in Martin County Florida and have been for 14 years. We do not need nor do we want All Aboard Florida to come in our area.

32 Trains each day traveling at high speeds will disrupt life for all residents in Martin County. The railroad runs along the very eastern part of our county in the heart of our cities and communities. The major hospital in Martin County sits east of the the railroad tracks with most of the County residents living west of the tracks. This hospital is the main hospital for Cardiac Care! My husband has a chronic Cardiac condition and has needed emergency Cardiac care several times in the past, the new AAF will disrupt the traffic flow between us and the Cardiac Care Hospital!

Overall AAF will disrupt life in and around Stuart, Florida! Our doctors, our church, community service organizations and many of our shopping centers will be impacted by this train. The residents in our area do not want or need AAF! We have numerous RR crossings in the Stuart area. All the major east west roads cross the railroad in Stuart. The tie ups in everyday traffic will be disruptive to all commerce in Martin County as well as disruptive to everyday life of its resident!!

The idea that AAF will borrow money from the Federal Government is the most outrageous idea yet! Who provides the Federal Government with the money for the loan? Us, all the citizens of the great USA! I do not want to be party to funding this AAF crazy idea of placing 32 fast moving trains along a congested area of the Florida east coast communities to benefit a few business people. In the end it will not be profitable and the residents will be left with a nightmare to clean up.

Please, do not ruin our way of life here in this beautiful area of Florida!

Thank You,
Elizabeth and Donald Hall
Stuart, FL

From: JayBelichick@aol.com
To: AAF_Comments@vhb.com
Subject: Martin County, Florida Proposed AAF passenger train route
Date: Friday, September 26, 2014 11:09:27 AM

I would like to go on record as being OPPOSED to bringing passenger rail trains through Stuart, Florida (Martin County). With proposed 32 time a day the trains will cross over our bridges is questionable due to the fact the bridge crossing at the Old Roosevelt bridge is very old and would likely be susceptible to damages or closures that eventually would have to be repaired or the draw bridge replaced. This is one major concern and it will also have significant impact on boaters going to or from the ocean. In addition from a logical point of view I'm not sure the existing tracks would accommodate this significant increase in rail traffic?

Thanks in advance for recording my NO VOTE FOR AFF.

John Belichick
4228 S. E. Rainbows End
Stuart, Florida 34997
772-283-7373

From: [Domenica Labbate](#) on behalf of [Ed Fielding](#)
To: AAF_Comments@vfb.com
Subject: Martin County's Comments - Part 2
Date: Tuesday, December 2, 2014 3:59:35 PM
Attachments: [MartinCountyComments2_AAF.pdf](#)
Importance: High

Attached – Part 2 Martin County comments on AAF.
Part 3 to follow.

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From: ameas@juno.com
To: AAF_Comments@vzb.com
Subject: Matter of Safety
Date: Thursday, November 6, 2014 11:37:03 PM

The environment is not just comprised of plants, animals, foliage and water. Human beings are an important part of the equation.

Safety far exceeds the quality of life issues associated with this high speed train. When dangerous weather threatens, everyone east of U.S. 1 is evacuated. The train will be east of U.S. 1. Worse, our barrier island, Hutchinson Island, has a nuclear power plant. In the event of an emergency at the plant, necessitating an evacuation, 32 trains a day would be a major hindrance.

I cannot understand who the passengers for these trains are expected to be. The only stops in southern Florida would be West Palm Beach, Fort Lauderdale and Miami. This area is already serviced by Tri-Rail commuter service, using only a handful of cars at a time. Florida does not have an extensive bus and train system to easily transport the passengers on All Aboard Florida trains from train terminals to their final destinations. Again, why are these trains necessary?

I hope you will give serious consideration to my concerns.

Respectfully,

Anne Sacco
332 NW Springview Loop
Port St. Lucie, FL 34986
772-340-7927
ameas@juno.com

Odd Trick Fights Diabetes

"Unique" Proven Method To Control Blood Sugar In 3 Weeks. Watch Video.
DiabetesProtocol.com

From: [Eric](#)
To: AAF_Comments@vfb.com
Cc: John.Winkle@DOT.gov; Floridanotallaboard@gmail.com
Subject: Miami Orlando train
Date: Wednesday, December 3, 2014 11:07:02 AM

I strongly oppose the approval of additional trains serving such a limited, unproven ridership as proposed for the coastal tracks in southeast Florida. I have seen just one short train traveling through town in the middle of the day knot up traffic on US1 and Dixie Highway in Stuart for an extended period of time as the train (automated gates) blocked a cross streets between these two highways.

But mostly I am concerned because I once was trapped between the railroad and highway bridges over the St Lucie River when the railroad bridge came down unexpectedly. (I was in a sailboat under power but cannot move very fast against a strong current.) Significant damage was done to my boat as the current pushed me against the rocks, pilings, and bridge - there just isn't room to maneuver in this small space. And I was the only one caught - I can only imagine the chaos and damage if several boats were similarly trapped. My incident occurred several years ago when daytime train traffic was rare. 32 trains per day (most would undoubtedly be during the day - 3 to 4 per hour!) would guarantee such occurrences would be common.

Please do not approve such train traffic. It hurts so many communities' business and people and benefits so few. Better, less damaging solutions should be found. And, even then, approve just one or two roundtrip trains daily or weekly to prove demand and the economic benefit to Florida warrants such an intrusion on us. Thank you.

Eric Booton, Stuart FL

From: [Wade Boyles](#)
To: AAF_Comments@vnb.com
Subject: Miami to Orlando Rail
Date: Thursday, October 30, 2014 3:57:33 AM

I'm a resident of Fort Lauderdale and live near the New River. I fully support the project and the bridge closing and times. This will benefit many people who wish to travel between South Florida and Orlando!

Sincerely,
Wade Boyles
544 SW 14th Ave.
Fort Lauderdale, FL 33312

Sent from my iPhone

From: [Phil Purcell](#)
To: AAF_Comments@vhb.com
Cc: [Patience Cohn](#)
Subject: MIASF comments - P0672
Date: Wednesday, December 3, 2014 4:02:25 PM
Attachments: [image002.png](#)
[Comments on the EIS tjm.pdf](#)
[2014Tri-CountyMIASF EXECUTIVE SUMMARY.pdf](#)



December 3, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

On behalf of the Marine Industries Association of South Florida (MIASF) and its over 400 business members, I write today to provide comments of the Association on the Federal Railroad Administrations recently released Draft Environmental Impact Statement on the All Aboard Florida rail project (<https://www.fra.dot.gov/Page/P0672>).

As we understand it, you are seeking comments from the public on the impact of the proposed All Aboard Florida operations. We are concerned directly regarding the opening and closure schedules of the bridges that cross three of the region's rivers, all of which are heavily used regularly by vessel owners and businesses. The three waterways affected are the New River in downtown Fort Lauderdale; the Loxahatchee River in Jupiter; and the St. Lucie River, Okeechobee Waterway, in Stuart.

By way of background, the Marine Industries Association of South Florida is the largest trade organization in the Southeast United States dedicated to promoting, protecting, and growing 136,465 jobs regionally in marine businesses. Specifically, MIASF is comprised of over 400 business members, the majority of which have fewer than 15 employees and many of who are independent contractors. The economic impact of these recreational marine activities produces over \$11.5 billion in gross output and nearly \$4.1 billion in wages and earnings. These jobs relate to all the activities that support boating lifestyles from family cruising and fishing to yachts as well as the skilled positions that produce the goods and services that sustain those activities.

Specifically, these jobs and economic activities drive the economic output in the South Florida region, principally in the tri-county area comprised of Broward, Dade, and Palm

Beach counties. The marine industry is the backbone of the South Florida economy and, further, the recreational marine industry is a significant sector of Florida's economy. In particular, 75% of South Florida's recreational vessel repair facilities are upstream from the bridges used by rail.

In 2010 MIAASF commissioned an economic impact study that confirmed that the manufacturing, wholesale trade, retailing, dockage, and service sectors comprising this industry are economically significant particularly as Florida's resident and tourist population increased. The size of the recreational marine industry is matched by the depth and diversity of its businesses and supporting jobs. A recent update of that study published in October 2014 not only confirmed the significance of the industry to the economy, but also has shown a significant increase in that significance. The entire study commissioned is attached for your review and use when considering changes to the bridge regulations. We are available should you want further discussion and we also will make the author who prepared this study available to you.

Needless to say changes in bridge closures from current practice will directly affect the users of the waterways by making the channels under each bridge less available for vessel traffic. In a recent meeting between All Aboard Florida representatives and the membership of MIAASF, the representatives flatly said they could not operate the proposed train schedule with the current bridge closure schedule. In essence the new operational schedule of the All Aboard Florida train will change the bridge operations by increasing the number of closures of the bridges and, consequently, the increased number of closures will result in a decrease in the time that a bridge will be open for this important industry.

Thus, the Association is concerned that the waterways on which our membership and their customers rely will be less available to the detriment of this vital and growing industry. In addition, the Association is concerned that additional closures may result in bridge malfunctions that would result in extended closures and business disruption. Finally, train schedule or operational disruptions may further make changes to the planned closures in an unpredictable manner.

These factors can only be detrimental to the economics of our industry.

The above background gives you a snapshot of the economic importance of the marine industry in the South Florida area affected by the All Aboard Florida proposed operations. There is a reason why South Florida is called the yachting capital of the world. The marine industry is the backbone of the South Florida economy. We believe that the Draft EIS exhibits a complete misunderstanding of what the marine industry is and dramatically understated and misrepresented the impact of the proposed train operations on the economics and use of the waterways. In short, the Draft EIS completely understates the economic importance of the industry and as a result the economic impact the All Aboard Florida train operations will have on it. Further, we note a complete failure to consult marine industry in preparing the DEIS, which may explain the deficiencies in the Draft EIS.

Consequently we are taking the opportunity to submit these detailed comments. The Draft EIS uses flawed economic measures and employment metrics. There is little if any recognition of the multiplier effects (real estate, businesses, etc.). Additionally, the Draft EIS fails to take into account the substantial and continuing dredging investments that

federal, state, and local authorities have made to facilitate this industry. Attached is a detail review for consideration.

For this reason, the Association commissioned a study of the economic importance of the industry. We urge you to review the entire study prior to preparing the final EIS on this project. As noted, we are available should you want further discussion and we will make the author who prepared this study available to you.

We have already briefly described the impact of the new AAF service on bridge closures. The number of closures will increase. The total time of closures will increase. Beyond these obvious facts, we wanted to outline the specific concerns of the industry regarding the affect of the increased rail traffic on our industry.

1. Increased closure time. We understood the goal was to keep the bridges in the open position a minimum of 40 minutes per hour. But the train schedule may keep it open only 30 minutes. Wait times and related costs associated with a change in openings will result. Further, peak vessel travel times on holidays and major public events will be seriously affected.
2. Unsafe disruption of vessel traffic. The ability to moor a vessel to wait for a bridge closure with the strong currents in the waterways may create an increased unsafe condition with any increase in closures. The size of many vessels and configuration of the navigable channel contributes to the need for predictability of the use of the waterways. A plan to develop communications with first responders and emergency personnel is also seriously lacking.
3. Incompatibility with tide changes. Currently vessel traffic depends on favorable tides to navigate the rivers to locations upstream for mooring or for maintenance, repair, or refitting. The size of a vessel often requires certain sea conditions be present. Missing a favorable tide will cause delays and disrupt scheduling of these activities. This may discourage potential customers from using the facilities upstream of the bridges.
4. Bridge failures and time of bridge repair. The inability to repair a bridge that is inoperable in the closed position in a timely manner would shut down traffic on the waterways altogether. A substantial portion of the vessels that use the waterways would be affected and the businesses that are dependent on the ability of vessels to navigate the waterway would suffer as a result. Both vessels and businesses would find themselves stranded upstream should a bridge become inoperable.
5. Unpredictable train schedule changes and resultant disruption to bridge closure schedule. Any variation in the train schedule for any reason would create uncertainty in bridge operations and has an impact on waterways use. Random or unpredictable duration of closures leads to disruption availability of the waterways and to a real threat of an unsafe condition for navigation. Future projections for increased rail traffic (corridor capacity) would further degrade the navigability of the waterways.

We believe the Draft EIS has not adequately addressed alternatives that could obviate the effects of the proposed train operations. If raised bridges were constructed, there would be no closures to hamper the vessel traffic on the affected waterways. As a result the

growing and significant marine industry would be able to continue to be the growing and flourishing economic engine of the South Florida region that it has become without a threat to the increasing number of jobs and economic activity that the industry fosters.

We question whether adequate consideration has been given to alternative routes to minimize impact on the waterways. We believe it may be feasible to shift the freight traffic to routes west of the affected navigable waters and urban areas. Additionally, the Draft EIS does not adequately address the corridor capacity issues. The current proposal results in more bridge closure time and thus denying availability of the waterway for use. The operation of the train in the proposed manner will become an unreasonable obstruction to navigation. The preexisting and established businesses will suffer and use by vessel owners will become untenable. Future increase in train traffic will only make this worse. All Aboard Florida is only a passenger train operation. Thus we believe that future increases in freight operations must also be considered and addressed now.

Having stated this we believe appropriate mitigation measures may obviate the impact that the train schedule could have. We have assembled the following mitigation measures to address industry concerns and to improve operations at the New River Bridge, Loxahatchee River Bridge, and St. Lucie River Bridge. Mitigation measures may minimize the impact that the train schedule could have. Those offered by All Aboard Florida are minimal and need to be expanded. Mitigation measures (including some of which have been suggested by AAF) should include:

1. Add a tender at the New River Bridge to allow better communication with commercial and other vessels.
2. Develop a set schedule for the closures of the bridge for passenger rail service so that the bridges are closed for a minimum of 12 minutes for each closure and open for a minimum of a total of 40 minutes each hour.
3. Provide public access to the bridge closure schedules in an internet-accessible format, including a compatible smart phone application that is maintained by AAF.
4. Post schedules for each bridge on the AAF website and/or the USCG website. This will allow the boating community to plan their trips to avoid wait times and related costs associated with the Proposed Action.
5. Implement an adequate notification by sign, signal, and horn at each bridge location with countdowns to indicate the times at which the bridge will begin to close and open.
6. Develop emergency plans that incorporate hurricane and other response plans and formal contact with law enforcement, first responders, and emergency personnel at all times to ensure that roadways are not blocked by train operations to provide for their access.
7. Develop coordination plans between AAF and local authorities during peak vessel travel times on holidays and major public events.
8. Develop coordination plans between AAF and the USCG to promote communication with the commercial and recreational boating communities.
9. Manage train operations to minimize bridge closures, including electronic and camera monitoring.
10. Publish bridge closure schedule to be readily available for waterway users (internet, notice to mariners, etc.).

11. Fund a bridge tender with ability to communicate with waterway users.
12. Prompt notification of bridge closure schedule changes.
13. Install signal and PTC upgrades as well as an obligation to make future best available technology improvements to ensure optimum train operations.
14. Install a 21' draw bridge to accommodate potential future commuter traffic
15. Penalties for unscheduled bridge closures caused by AAF shall be established assessed on a daily basis and a graduated scale related to frequency of infractions, and adjusted for inflation. Closures in excess of the minimum shall be considered an unscheduled closure.
16. Stockpile spare parts to facilitate prompt repairs in the case of a bridge failure.
17. Establish a fund to provide compensation for interruptions to waterway use, e.g. in the case of bridge failure.
18. Establish and fund a citizens' advisory committee as a watchdog to oversee train operations and make recommendations to public officials.
19. Provide adequate and safe mooring for vessels forced to wait in the event of an unscheduled closure.
20. Provide for response vessels to be able to render assistance to vessels in the waterway in the case of sudden or disruptive bridge closures.
21. Determine future corridor capacity needs to evaluate potential impacts.
22. Publish a periodic report on bridge closures and impact on waterways use, including projections on corridor capacity, and a database that is maintained on operations derived from monitoring operations.

These mitigation measures presuppose that alternatives are not pursued. Pursuing alternatives however may alleviate or eliminate the need for some of these specific measures. The EIS should therefore carefully examine and address the alternatives available to the train. The requirement to raise the elevation of bridges should be examined. If raised sufficiently high, the waterways would not be impacted. In addition, the alternative of moving rail traffic to the west on alternative routes should also be carefully examined. Needless to say, if rail traffic can be rerouted to the west of the affected areas of the currently proposed operations, the need for mitigation is a very different proposition. The number of closures would be reduced and thus the impact on the waterways and the businesses and vessels that depend on them is diminished. Thus the mitigation measures could be scaled accordingly to meet the new circumstances. The use of the waterways is essential and integral to the marine industry and there is no alternative for it. The final EIS should explicitly recognize this.

Barring the pursuit of an alternative, all of the mitigation measures must be implemented so that the proposed train operations will minimize the negative impacts on the marine industry. These are based on the proposed train traffic for passenger, freight, and local train traffic patterns. No future expansion of the rail operations can be made without public review of any future plans and corresponding adjustment of mitigation measures. We urge the Federal Railroad Administration to consider these measures and comments for inclusion in the final EIS.

Thank you for the opportunity to provide the marine industry comments on the impacts of the proposed train operations on the vessel traffic dependent on the waterways affected. Please let me know if you have any questions or need further information.

Sincerely,

A handwritten signature in dark ink, appearing to read "P. Purcell", with a stylized, cursive script.

Phil Purcell
Executive Director

Marine Industries Association of South Florida
2312 South Andrews Avenue
Fort Lauderdale, FL 33316
Phone: 954-524-2733

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From: [Donald Hansen](#)
To: AAF_Comments@vfb.com
Subject: Move All Aboard Florida High Speed Trains West
Date: Sunday, November 16, 2014 10:04:44 AM

My Name: Donald Hansen

My Email: dony_eva@yahoo.com

My Address:

2430 Harbor Cove Drive
Fort Pierce, Florida 34949

I write as a long-time resident of Florida, 37 years in Miami and now 10 years in Fort Pierce. My three adult children with families live from Boca Raton to Fort Pierce, and share my opinion. Our concern is about the All Aboard Florida high-speed rail proposal. This proposal is said to have strong support in the terminal cities, Miami and Orlando, but is strongly opposed by the many thousands of people living along the intercity route between these cities. I need not repeat the many ways in which the proposed route will be inimical to their quality of life as these have been aired extensively. Among my acquaintances the negative opinion is all but unanimous. The recent public meetings organized by FRA, like the EIS, were a sham that revealed the FRA as an agency focused on promotion of rail activity, rather than on development of optimal public policy.

The project may or may not succeed financially, but citizens of the destination cities apparently anticipate a positive economic result. The population along the route conversely, will lose economically, and in quality of life issues, but with no compensating values. The obvious optimal public policy solution is to move the intercity route west, away from the highly populated, and hurricane vulnerable coast. This would enable the destination cities to reap whatever economic value is obtained, while not degrading the quality of life of the population along the route.

Thank you,
Donald Hansen, PhD
Fort Pierce, FL

From: adrienne.dis@gmail.com
To: Floridanotallaboard@gmail.com; john.winkle@dot.gov
Cc: AAF-comments@vhb.com
Subject: Move All Aboard train West of town
Date: Wednesday, December 3, 2014 11:16:48 PM

Out of frustration with the politics of the train, I did not believe taking the time to write a letter would change an already done deal. As the last day for public comment comes to a close, I feel compelled to comment, I want to have some belief our individual voices count.

All hospital facilities are East of the rail significantly impacting the health and safety of the residents of IRC. In early November, while on a date with his significant other at Majestic Theater in VB, a friend of my husbands died while waiting for an ambulance stopped by a train on the tracks. If we had the appropriate infrastructure I would support this endeavor but the application in its current state does not address the lack of emergency facilities west of the tracks. I strongly agree with moving the tracks west of town and transforming the area into a green space for roller blading, running or bicycling as the only solution.

As a taxpayer, I request their application be declined.

Adrienne Dissis-Ferrentino

Sent from my iPad

From: [Sye Tatic](#)
To: AAF_Comments@vfb.com
Subject: Mr. John Winkle
Date: Tuesday, December 2, 2014 11:25:21 PM

To whom it may concern-

I am writing in support of All aboard Florida. I am an student at a college in Florida. I am supporting All Aboard Florida because this is something the state would really benefit from, and hopefully all the fifty states in building a true high speed rail infrastructure. This is something that has a lot of ingenuity to. As countries want to bond cities cleaner and faster in the right manner. This would be very beneficial because these two cities are what tourist and residents travel to. Hopefully more cities will be connected. I recently spoke to a campus employee who thought this project was another dream. Little did she know it became reality. As she told us of her relative who traverses often between the two cities for business meets. I hope this project continues to make way, even with what the naysayers say. As history shows. Railways have always bonded this country together in the most hardest times. I am grateful this city and state can have a high speed rail infrastructure to serve the community and people.

Sincerely,
Syed

From: joe.dinmore
To: AAF_Comments@vfb.com
Cc: joedinmore8@aol.com; LETTERS@PBPOST.COM
Subject: Mr. John Winkle
Date: Tuesday, December 2, 2014 12:44:36 PM

Attn: John Winkle

1. Why isn't AAF using TRI-RAIL tracks?

TRI-RAIL does not allow freight trains on their tracks!

2. Why is AAF building such large terminals with an industrial design and acquiring surrounding properties ?

For storage of freight !

3. Why did Miami build a new rail and vehicle tunnel connecting from the Miami port, to the Miami AAF terminal and connecting traffic arteries?

Not for the convenience of a few cruise ship passengers !
But think of the freight potential!!!

4. With Miami having one of the few deep water ports on the east coast, there is an enormous financial opportunity
for transporting the cargo to all cities in Florida, and the SE portion of the UNITED STATES.

Think of all of the jobs created!
Think of all the rail traffic going thru the towns and cities along this stretch.

How do pedestrians and traffic cross the tracks without huge delays?
How do we get to the beach, a huge financial draw for city budgets?
Why do tourist want to come to our cities, with out access to the beaches and fishing?

That means higher tax rate for residents!
Think of all the blaring horns day and night, that State and Federal Laws require at all crossings!

5. Who benefits from AAF?
The millionaires, including Gov. Scott
The Politicians.
A few Rich tourists?
Residents come Last, we have our own cars to travel to Orlando!!!

JOSEPH DINMORE

From: [William Ponsoldt](#)
To: AAF_Comments@vnb.com
Subject: My Comments Re: All Aboard Florida
Date: Monday, December 1, 2014 10:59:11 AM

Gentlemen:

I am a very concerned citizen who works at an office in Contractors' Showcase, 1501 S.E. Decker Avenue, #519, Stuart, Florida. Our office is in a line of buildings that back up to the railroad tracks approximately 20 feet away. At present, when a train passes, the walls of our building actually vibrate and the pictures hanging on the walls shake and it scares me. I can only imagine what it will feel like if 30+ trains per day pass by. I am extremely worried that it will cause serious damage to not only our building but others that are located this closely to the railroad tracks.

I'd like to extend an invitation for someone from your committee to visit our office between 8:00 A.M. and 4:00 P.M. to see/hear for yourself. Our phone number is 772/286-9480.

Over the past year road traffic in Stuart has doubled and traveling through downtown Stuart is already nearly impossible. Even U.S.#1 traffic has increased dramatically. God only knows what will ensue here in Stuart when road traffic comes to a complete stop 32 times per day.

What will happen to the police, the fire trucks, paramedics, ambulances?? They will be stuck in this traffic nightmare along with the rest of us. I believe this will prevent them from doing their jobs effectively and saving lives. In an emergency situation - minutes definitely matter!

I truly believe this scenario before us will be detrimental to the businesses and residents of Stuart, as well as dangerous.
Please reconsider.

Very truly yours,

Jacqueline Teske
Phone: 772/286-9480

From: [Mickey](#)
To: AAF_Comments@vnb.com
Subject: My Comments
Date: Friday, October 31, 2014 11:31:13 AM
Attachments: [DOC093.pdf](#)

See attached comments.

David M. Nolen

From: margaret.grasso
To: AAF_Comments@vnb.com
Subject: My Concerns
Date: Monday, December 1, 2014 8:49:42 AM

There are many concerns regarding the noise, safety, inconvenience to people needing to cross the tracks, get under bridges etc. That said, my most pressing concern is access to the Hospital in Vero Beach for residents on the West Side. In my small Community of 56 homes (only 45% are occupied year round) it has already experienced three situations in 2014 whereby a resident experienced a life threatening condition where minutes counted as to their survival. One person went into anaphylactic shock due to a raging infection a second person had a massive heart attack and split her head open when she fell and the third incident was a person having a stroke. Each person required immediate attention that resulted in long hospital stays and in-depth treatment. Each one survived because of the prompt attention at the hospital. In the case of the stroke the gentleman's wife got him in the car and directly to the hospital. In the other two cases EMT's transported the patients. I am convinced if they were held up by a train the survival results would have been very different. I know these individuals and their lives matter more than anyone's business aspirations. PLEASE NO ALL ABOARD. Don't be the party responsible for someone losing their life.

Margaret Grasso

Sent from my iPad
Margaret Grasso

From: [Barbara](#)
To: AAF_Comments@vnb.com
Subject: My concerns
Date: Monday, October 27, 2014 9:31:21 AM
Attachments: [All Aboard Florida to IRC.docx](#)

Please find attached a copy of the letter we have mailed to Indian River Commissioners regarding your proposed desire to ruin our beautiful and peaceful existence.

Whispering Palms Manufactured Home Community & RV Resort is an active 55 plus community that is a destination area for our northern visitors. We have 571 sites, 69 of those back up to the existing tracks, and go from 125 year round residents to about 800 residents that contribute a large amount of money to our economy while here. We offer many amenities and a clean and welcoming community. Please take a moment and look at our website: whisperingpalmsrv.com.

The sites along the tracks are our most difficult to fill. The reason being sound, vibration, fear of the train itself. We have lost at least 10 reservations this month alone because no one wants to be back there. An average stay is 3 months at \$2,235.00 per reservation. We do have people staying in these sites, however, we do not have them all filled and they are the only choices left. These guests arrive in motor homes, 5th wheels and travel trailers that run anywhere from \$30,000 to \$300,000. We are not some little trashy mobile home & RV park along the tracks. Since the RVer home is on wheels, if they don't like what is happening here, they will move to another park.

The reason our guests come to this area is the peace and quiet, minimal traffic no crime, minutes from the ocean, excellent fishing, events in the area and the beauty of the coastal area. The city of Sebastian does not allow "big box" stores in order to maintain that fishing village feel.

We do not want to have additional trains flying through our community. With the number of trains proposed the streets will be blocked more, and at the rate of speed, all the intersections will be blocked as they come through our town. According to what I have read, there are other options west of here in a less populated area, and what seems like a more direct link to the airport.

I appreciate you taking the time to read these opinions and really doubt that the big money behind this project really cares what we think. However, the more you realize what you have chosen to do affects real people, maybe you will consider other options.

Respectfully submitted,

Barbara Cournoyer
Manager
Whispering Palms MHC & RV Resort
10305 US Hwy 1
Sebastian, FL 32958
772 589-3481

whisperingpalmsrv.com

From: [D.Evans](#)
To: AAF_Comments@vrb.com
Subject: My eighteenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:21:30 PM

Regarding the discussion of Utilities and Energy Resources on page S-20:

There are well over 100 highway-rail grade crossings that will be updated as part of Project construction. Enhanced and upgraded signaling devices, including additional warning lights, motorized crossing gates and acoustic wayside horns could very well require upgraded electrical utility service. The claim that "no major changes or construction of electrical or other utility infrastructure" will be required is proof that this aspect of the EIS was not considered thoroughly. A Supplemental DEIS should be prepared that takes these concerns and possibilities into account.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My eighth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:57:32 AM

Regarding page S-4 of the DEIS and the bulleted item "Scoping":

Reference to public comments during the Scoping process concerning additional stations and "a bicycle trail" are inappropriate for inclusion in the DEIS. None of these are part of the proposed Project or up for review by the FRA at this time.

From: [D. Evans](#)
To: AAF_Comments@vhb.com
Subject: My eleventh comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 5:37:22 AM

Regarding the bulleted point, "Record of Decision (ROD)" text on page S-5:

FRA should disabuse itself of the notion that a combined Final EIS and Record of Decision will be issued pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b). The fact that, as of the date of publication of the DEIS, USCG has only just begun to evaluate the impacts of the proposed action as it concerns impacts to navigable waterways of the United States, and the fact that the DEIS presents verifiably false statements of fact (made by the Applicant or Applicant's consultant) with regard to the expected impacts to maritime interests in and around same waterways, the probability that "significant new circumstances or information relevant to environmental concerns" that bear on the proposed action are very probably in the offing. FRA's publication of this DEIS was premature in light of the fact that USCG inputs will shed additional light on some of the most, if not the most, significant environmental impacts of the entire Project.

Furthermore, consideration of the RRIF loan request is only possible after the application of AAF has been completed. The application for the RRIF loan cannot be deemed complete until after the NEPA process is finalized. To suggest that FRA may approve the RRIF loan request immediately after the ROD has been finalized suggests that the entire EIS process has been a fancy charade, and that FRA has unnecessarily wasted resources on RRIF loan processing before the application is even complete. The entire NEPA process will be invalidated if it can be shown that it was undertaken to justify decisions already made. If FRA has expended time, money and resources on financial evaluation of the RRIF loan request prior to the completion of the NEPA process, then it is highly likely that one or more laws may have been broken along the way in the haste to provide retroactive justification for an action on which a final decision has already been made.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My fifteenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 6:16:05 AM

Regarding page S-10 and impacts to navigable waterways:

40 CFR Section 1508.20 lists five ways to achieve "Mitigation" of environmental impacts. Notifying mariners of bridge closures by employing "new measures" is not one of them. Making bridge closure times "more predictable" is, likewise, not one of the listed mitigations. The proposed mitigation here is completely inadequate for the purposes of 40 CFR Section 1508.20. The bridges, without extensive redesign and rebuilding effort, will block navigation for many more minutes per hour than is currently the case. There is no feasible mitigation for the resulting impacts here, and, as such, the proposed Action should be rejected by FRA unless and until AAF can provide actual mitigation measures. What is proposed here as "mitigation" is ludicrous. As an analogy, warning motorists that the road ahead is closed does not mitigate the effects of the road being closed. As an additional analogy, when the National Hurricane Center issues a Hurricane Warning for an area, that warning in no way serves to mitigate the negative effects of the hurricane! This line of reasoning is beyond absurd. AAF's attempts to redefine the meaning of the word "mitigate" stretch the boundaries of credulity. FRA's acceptance of these attempts lends further credence to the idea that this DEIS merely seeks to provide justification for a decision that has already been made.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My fifth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:36:43 AM

This comment addresses additional issues regarding the scope of the DEIS.

In the June 28, 2013, Scoping Report (DEIS Appendix 8.1 B), Section "3.3 Alternatives" addresses various items that were brought up via public comments during the scoping process. It talks about what the EIS will do. It says the following will all be considered in the EIS:

- additional/alternative stations on the east coast of Florida
- alignment alternatives west of the current FEC corridor
- impacts to the New River and marine industry, including the possibility of a tunnel under it
- last-mile service assisting passengers to and from the AAF stations
- development of rail-with-trail as part of the Project

In spite of these claims in the Scoping Report, the DEIS addresses NONE of those issues. The DEIS should be supplemented to incorporate elements of the Scoping Report that were omitted for reasons unknown. As it stands, the DEIS is wholly inadequate in many respects. The above Scoping Report issue is merely one of them. Analysis of what is addressed and evaluated in the DEIS as compared to what was called for in the Scoping Report reveals many similar instances where the DEIS falls short.

From: [D.Evans](#)
To: AAF_Comments@vrb.com
Subject: My first comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 3:17:39 AM

The public comment period should be extended by one week, or an additional week should be identified for submission of public comments regarding the AAF DEIS.

The "Abstract" page says comments are due by December 3, 2014. Page S-4 refers to a 75-day comment period. December 3, 2014, is, in fact, 75 days after the September 19, 2014, "Date of Approval" as it appears on the "Abstract" page of the main DEIS document. NEPA regulations, as promulgated by the CEQ in 40 CFR 1506.10(a) state that "time periods set forth in this section shall be calculated from the date of publication" of the EPA notification, as it appears in the Federal Register, announcing the availability of the EIS. Although this Draft EIS was approved on September 19, 2014, and made available on the FRA website, the official EPA notice of availability was not made until a week later, on September 26, 2014 (see Federal Register Vol. 79, No. 187 page 57930). The 75-day comment period should toll from that date in accordance with CEQ regulations. As such, the end of the comment period should, in fact, be December 10, 2014. That date is 75 days after the EPA officially published notice of the availability of the DEIS.

Release of the Draft EIS in a Friday afternoon document dump on September 19, 2014 is not sufficient to start the clock running on the public comment period. 40 CFR 1506.10(a) clearly states that the clock does not start to run until notice of the EIS is published in the Federal Register, and that notice was not published until September 26, 2014.

Alternatively, it should be made clear that the actual amount of time allocated for public comments on the DEIS was 68 days, not 75.

From: [D.Evans](#)
To: AAF_Comments@vhb.com
Subject: My fourteenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 5:56:32 AM

Regarding Page S-8 and the Environmental Effects on Transportation:

The proposed Project is unprecedented in that it seeks to run 32 daily trains at nearly double the speed of existing rail traffic through more than 20 municipalities and crossing over 300 at-grade highway-rail-crossings. Narrowing the focus of traffic disruption study to only 10 at-grade crossings is irresponsible. AAF should conduct highway capacity analyses for every roadway crossing in the North-South corridor between Cocoa and West Palm Beach. Failing that, they should identify the specific criteria used to narrow down their selection of crossings. Limiting their analyses to the 2 largest arterials, by volume, in each of the Project counties is an arbitrary choice that cannot be justified by any reasonable criteria. In fact, AAF personnel have stated many times (in discussions of crossing upgrades and maintenance costs, as well as potential requirements for Quiet Zones) that "each crossing is different". For AAF to now claim analyzing just 10 (of over 300) highway crossings is sufficient to draw conclusions about the impacts to automobile traffic along the proposed North-South corridor is the very definition of "capricious".

Furthermore, the traffic analyses that were conducted fail to take into account the locations of medical care facilities in the communities where increased passenger – and freight – service will increase wait times at crossings and degrade levels of service to roadway vehicles and emergency responders.

From: [D. Evans](#)
To: AAF_Comments@vnb.com
Subject: My fourth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:26:05 AM

This comment addresses the Scope of the DEIS.

Page S-1 states that this is the DEIS for the proposed AAF "Orlando to Miami" project. That is incorrect because the instant DEIS is ONLY for that portion of the project between Orlando and West Palm Beach. Section 1.2 ("Project Description") of Appendix 8.1 B ("Scoping Report") clearly states that, "To the extent that actions in this corridor have not changed since the EA, these would not be part of the proposed action." While the Applicant may be desirous of short-circuiting NEPA requirements, there is nothing in FRA's own "Procedures for Considering Environmental Impacts" (see Federal Register Vol. 64 No. 101 [May 28, 1999] [Section 11(g)]) that would allow it to subsume a previous EA/FONSI into the EIS for a new and separate action. For FRA to now elevate portions of the previous EA/FONSI to the level of evaluation and analysis required by an EIS is an egregious abuse of its discretion.

To the extent that actions in the corridor have changed since the EA, FRA's own procedures require specific action on its part that is completely different than what it is attempting to do here. FRA's proposed selective incorporation and modification of previous EA/FONSI analyses and findings into the instant DEIS is arbitrary and capricious. Significant changes to the proposed Project's Phase I should be evaluated as either a full new and original EIS for that proposed Phase I action, or else the development and publication of a supplement to the original FONSI is required. Nowhere can there be found justification for what FRA is proposing here.

Regardless of FRA's ultimate decision regarding the adequacy of the eventual final EIS, discretion as to the substance of the ultimate decision does not confer discretion to ignore the required procedures of decisionmaking.

From: [D Evans](#)
To: AAF_Comments@vhb.com
Subject: My nineteenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:26:49 PM

Regarding comments under the heading "Cumulative Effects" on page S-21:

Past, present or reasonably foreseeable actions in the Project Study Area must take into account the anticipated increase of railroad freight traffic that will be enabled by the Project. FECR is an affiliate of the Project sponsor and ultimately controlled by the same entity as the sponsor itself, i.e. Fortress Investment Group. They and they alone possess all the relevant information regarding the Project and how they intend to utilize the increased freight rail capacity that will result from upgrading the track along FECR's right-of-way from FRA Class 4 to FRA Class 6 standards. Furthermore, FECR has granted AAF a purchase option exercisable through 2027 which will allow AAF to buy the entire FECR mainline right-of-way in the N-S Project Corridor for the sum of 10 dollars and other trivial consideration. AAF's proposed Project will significantly affect the amount of freight and the number of freight trains traversing the Project Corridor for the foreseeable future. As a result, the range of impacts that could be caused by that increased freight rail volume must be adequately examined in the EIS. Contrary to what is stated here, the cumulative analysis for the Project ignores a large part of the impacts that will result from the track upgrades along the N-S corridor. These issues should be addressed in a Supplemental DEIS, or preferable, in a completely revamped new and original EIS that considers the impacts of the entire project and does not rely on arbitrary segregation (of what is essentially a single action) into Phase I and Phase II fictions.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My ninth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 5:02:25 AM

Regarding DEIS page S-4 and the bulleted item at the bottom of the page, "Draft EIS (DEIS)":

Public notice in the Federal Register was not made until September 26, 2014. As such, the 75-day public comment period should run until December 10, 2014. All other mentions of the cutoff date being December 3, 2014, should be publicly corrected.

In the alternative, public notice should be made that the comment period was technically a 68-day comment period. FRA embarrasses itself and the nation when it cannot even count the number of days between two calendar dates. It's either that or a deliberate mischaracterization of the length of the public comment period. Neither explanation is satisfactory, to be quite frank.

From: [Marianne Bracchi](#)
To: AAF_Comments@vzb.com
Subject: My opinion
Date: Wednesday, December 3, 2014 9:38:41 AM

Your private funding is a smoke screen, which eventually will fall on the shoulders of taxpayers.

Just another waste of taxpayer money, creating nothing but MORE TRAFFIC JAMS.

Who is going to be riding these trains?????????. The cost is rediculously high. I hope this project will be canned.

Marianne Bracchi

From: [D. Evans](#)
To: AAF_Comments@vfb.com
Subject: My second comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:13:52 AM

This comment addresses the improper segmentation of AAF's "two phase" approach for their Project(s).

The "Abstract" summarizes the way the Project has been divided into two phases, Phase I and Phase II. Furthermore, it states that the environmental impacts from Phase I have already been addressed in the 2012 EA and FONSI and will not be reanalyzed in the DEIS. Furthermore, it states that this DEIS analyzes the cumulative effects of completing both phases of the Project. Subsequent portions of the DEIS refer to Phase I impacts and provide new information and analyses regarding same. CEQ 1502.4(a) demands that, "Proposals or parts of proposals which are related to each other closely enough to be, in effect, a single course of action shall be evaluated in a single impact statement."

Separation of the Project, for the purposes of NEPA, amounts to improper segregation and was arbitrarily done so as to avoid taking a "hard look" at the entire project from Miami to Orlando.

Therefore it is only reasonable to ask that the entire Project, both Phase I and Phase II, should be evaluated in a single EIS. The initial Phase I EA and FONSI from 2012/2013 should be set aside and this Phase II DEIS should also be set aside so that a properly comprehensive Supplemental Draft EIS may be prepared.

The EA and FONSI (for Phase I) were published over 18 months ago and yet AAF has not commenced any significant construction activity between West Palm Beach and Miami. It is abundantly clear that without NEPA document approval for both phases of the Project, neither will go forward. The distinction between the two phases of the Project is completely arbitrary since AAF has not demonstrated that they believe "Phase I" has any independent utility whatsoever. The only reasonable conclusion is that both phases, when taken together, constitute a "single course of action".

Support for this argument can be found in the DEIS's own Appendix "8.1 B Scoping Report". There, in Section 1.2 ("Project Description"), it says, "FRA issued a Finding of No Significant Impact (FONSI) for the EA in January 2013. To the extent that actions in this corridor have not changed since the EA, these would not be part of the proposed action." Yet we see that Phase I actions "in this corridor" are brought up time and time again throughout this DEIS that was allegedly prepared for Phase II. AAF cannot have their cake and eat it, too. Either both Project phases need to be evaluated as a "single course of action" as per CEQ 1502.4(a), or else the present action (i.e. Phase II), for which this DEIS has been prepared, must stand on

its own without reference to Phase I. FRA's "Procedures for Considering Environmental Impacts", as published in the Federal Register Vol. 64 No. 101 on May 28, 1999 (Section 11(g)) state that if significant change is made in the action for which a FONSI has already been prepared, the course of action is to either prepare a new EA or issue a Supplement to the original FONSI. Nowhere in those FRA procedures is the option to address modified portions of a Project in an EIS - Draft or otherwise - for a completely separate action. The inclusion of discussion and analysis as regards Phase I in the instant DEIS goes above and beyond FRA's own procedures for considering environmental impacts of a project. Doing so, as this DEIS does so often, is both arbitrary and capricious.

Further of note is the curious appearance in the DEIS Abstract of the sentence, "AAF can proceed at this time with construction of Phase I based upon the FONSI." This statement should be expanded upon. The Applicant (AAF) might be tempted to claim that it was awaiting this determination in order to commence construction. But in fact, AAF has had the FRA's permission, if you will, to proceed with construction since the day the FONSI was issued over 18 months ago. The inclusion of the aforementioned sentence suggests that the publication of this DEIS now grants them the authority to proceed with construction; i.e. authority that did not previously exist. In fact, that authority has existed for over 18 months. That AAF has not chosen to commence any meaningful construction in the intervening 18 months (beyond moving materials into place at some locations and demolishing a building to make room for one of their proposed stations) is completely of their own choosing. The fact of the matter is that what they refer to as Phase I and Phase II are actually components of a single Project - a single course of action - and AAF has made it abundantly clear through their actions that it will not proceed with construction of one phase until approval for both phases is in hand.

This amounts to an improper segregation of the Project(s). The only reasonable explanation for FRA to approve this segregation is that they were misled by AAF as to their (AAF's) true plans for the construction of the proposed service.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My seventeenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:17:21 PM

This comment regards the discussion of Hazardous Materials and Solid Waste Disposal on page S-12.

Aside from whatever hazardous materials that may be generated by the Project, AAF's affiliate, FECR, a freight railroad, will also partake of the benefits provided by AAF's proposed track and other system improvements. In FECR's Form S-4 filed with the U.S. SEC on May 5, 2011, FECR states under the section titled "Risk Factors", that, "As part of our railroad operations, we frequently transport hazardous materials... In 2010, approximately 1.0% of our moves were related to hazardous materials."

The additional freight train traffic that will result - and which is anticipated - may cause an increase in the amount of hazardous materials hauled by freight trains over the Project Corridor. The EIS should address that. In an October 2, 2003 opinion in the case of Mid States Coalition for Progress v. Surface Transportation Board (No. 02-1359), the U.S. Court of Appeals for the 8th Circuit ruled on a question of whether or not an EIS should have considered the speculative impacts of future coal pollution only indirectly related to the Project (which proposed an improved rail line to haul an increased amount of coal). The court concluded, "... when the nature of the effect is reasonably foreseeable but its extent is not, we think that the agency may not simply ignore the effect."

The nature of a rail mishap involving hazardous materials or waste, being hauled by an increased number of freight trains at higher rates of speed - the proposed Project involves upgrading 135 miles of track in its N-S corridor from Class 4 to Class 6 standards - is clear, although the extent of such a mishap is speculative.

The potential impacts of such mishaps should be analyzed in the EIS.

From: [D.Evans](#)
To: AAF_Comments@vnb.com
Subject: My seventh comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:53:43 AM

Regarding the environmental impact analyses of the railroad bridges between Miami and West Palm Beach, Florida.

Page S-2 states that Phase II of the Project includes, among other things, additional bridge work between Miami and West Palm Beach. That segment of the AAF project was clearly identified in the prior EA/FONSI as belonging to Phase I of the Project. FRA cannot now demote bridge work from the EA and promote same into the EIS for Phase II which is a separate action.

If the Miami-West Palm Beach segment of the Project is deserving of full EIS treatment and study now, then the previous EA and its accompanying FONSI should be shelved, and a full EIS be conducted on that segment. Cherry-picking out the New River bridge in Fort Lauderdale now, at this stage of the game, constitutes behavior that is both arbitrary and capricious on the part of FRA.

The artificial distinction between Phases I and II of the AAF Project must be eliminated and a full and comprehensive EIS should be undertaken for the project as a whole. Anything less amounts to an improper segregation of the proposed project.

From: [D Evans](#)
To: AAF_Comments@vnb.com
Subject: My sixteenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:14:28 PM

This comment pertains to the Noise and Vibration discussion on page S-11.

The text on page S-11 mentions sound barriers as a mitigation measure "along elevated portions of track". Other than "elevated portions of track", were sound barriers considered anywhere else for noise mitigation? The text goes on to say that AAF is committed to installing stationary wayside horns to mitigate the noise impacts of train horns at grade crossings. That doesn't begin to address the potential noise impacts from the trains themselves. Not all noise impacts are from the train horns. What's more, AAF is required by law to cooperate with local jurisdictions seeking to establish Quiet Zones regardless of whether or not they choose to install wayside horns at at-grade highway-rail crossings. As such, this statement is self-serving and irrelevant for the purposes of the EIS.

The consideration of noise impacts, both moderate and severe, is woefully lacking in the DEIS. A supplemental DEIS is more than warranted based on the short shrift given to evaluating the potential impacts of noise and vibration alone.

From: [D.Evans](#)
To: AAF_Comments@vfb.com
Subject: My sixth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:43:44 AM

This comment addresses the DEIS and its relationship with the prior EA/FONSI for the southern part of the AAF Project.

Page S-2 states that impacts from Phase I, having already been addressed in the 2012 EA and FONSI, will not be reanalyzed in this DEIS. It goes on to say that FRA has concluded that it "was important to provide a comprehensive look" at the impacts of both phases in one environmental document. Such a document should have been a comprehensive EIS covering both Phase I and Phase II of the Project. For FRA to now cherry-pick portions of the prior EA/FONSI and elevate the evaluation of said impacts to the level of a full-blown EIS runs counter to both NEPA regulations and FRA's own Procedures for Evaluating Environmental Impacts. FRA proposes to do exactly what it claims it will not do: reanalyze impacts previously addressed in the Phase I EA and FONSI. If that were not the case, FRA would feel no need to take an additional "comprehensive look" at anything. Parenthetically, "comprehensive look" is a term not defined by any legislation or regulation. FRA now seeks to invent arbitrary rules and regulations on an ad hoc basis to serve some purpose or agenda which it is not otherwise authorized to do. This entire DEIS is inadequate and insufficient to stand as currently constructed. It cannot even withstand scrutiny of its introductory Summary pages without raising questions of appropriateness of purpose and legality of construct. To be sure, the Glossary of this DEIS contains definitions for 180 terms, and "comprehensive look" is not one of them.

From: [D. Evans](#)
To: AAF_Comments@vzb.com
Subject: My tenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 5:25:00 AM

Regarding the "Project Corridor" mentioned on page S-5 and corresponding Figure S-1 on page S-3:

On page S-5 we learn that the "Project Corridor" is illustrated in Figure S-1. Figure S-1 identifies, in fact, three corridors in its map legend. None of them are labeled "Project Corridor". Furthermore, the Figure fails to clearly identify the "Phase I" or "Phase II" corridor as the text on page S-5 claims.

CEQ 1502.8 calls for graphics that the public can readily understand. For the purpose of identifying the "Project Corridor", Figure S-1 fails to meet that goal. The DEIS is littered with many similar graphics and illustrations that fail to make clear what it is they purport to show.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My third comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 4:20:23 AM

This comment refers to a single diagram in the DEIS. It is representative of many others in both the DEIS and its Appendices, but the time constraints of a 75-day comment period prevent me from pointing all of them out.

Page S-1 states that "Phase I" of the Project is illustrated in Figure 1.1-1, but Figure 1.1-1 is not sufficiently clear to identify "Phase I" of the project. Nowhere does the term "Phase I" appear in the figure. This is one example of sloppy document preparation and is contrary to the requirement of CEQ 1502.8 which states, "... shall be written in plain language and may use appropriate graphics so that decisionmakers and the public can readily understand them". Figure 1.1-1 is not appropriate for the purposes of identifying "Phase I" of the Project. It is not readily understood what constitutes "Phase I" by looking at the graphic.

This is but one example of why the DEIS, as a whole, is inadequate for FRA's purpose of meeting the NEPA requirements associated with the AAF Project.

From: [D Evans](#)
To: AAF_Comments@vzb.com
Subject: My thirteenth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 5:47:41 AM

Regarding table S-1 "DEIS Alternatives":

The difference between alternatives A, C and E are so minor that it begs the question, "How are these three alternatives different in any significant way in regard to environmental considerations?" The three "alternatives" seem to be present only to support the contention that alternatives have been evaluated, when, in fact, the larger question of what alternatives should be evaluated for the North-South corridor of the Project goes unanswered, and this is despite the contents of the Scoping Report (Appendix 8.1 B) that says such alternatives will be evaluated in the DEIS.

Inconsistencies such as these make it very difficult to take the DEIS seriously. It is wholly inadequate for NEPA purposes.

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My twelfth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 5:42:58 AM

Regarding AAF's "tiered alternatives analysis" described on page S-6:

The duty to perform a "tiered alternatives analysis" falls to FRA in their preparation of the DEIS. It was improper for FRA to delegate this task to AAF. The text on page S-6 exhibits the hallmarks of unexamined dictation.

Furthermore, the alleged "tiered alternatives analysis" that identified the FECR Corridor as the "only feasible route", as mentioned in the DEIS Summary, is nowhere to be found in the main body of the DEIS. AAF cannot claim that other alternatives were discarded without presenting the evidence and analysis that supposedly led them to their conclusion. The only alternatives considered in the DEIS are those concerning the East-West corridor, i.e. the "new rail line" portion of the Project, connecting Orlando with the existing FEC corridor to the east. AAF fails to provide the criteria used in their screening process used to eliminate three of the four routes they claim to have analyzed for routes connecting Orlando with West Palm Beach. AAF has failed to document any of the methods used to eliminate alternative routes in their "tiered alternatives analysis".

From: [D Evans](#)
To: AAF_Comments@vfb.com
Subject: My twentieth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:29:31 PM

Regarding Table S-2 on page S-22, "Comaprison of Environmental Effects of Alternatives":

The abject similarity and lack of differences between the impacts of the three "alternatives" suggests that there is really only one alternative being considered. This makes a mockery of the entire NEPA process and serves only to give the impression that alternatives were studied in the DEIS, while, in actuality, no significant alternatives were considered at all. The only significant alternative to the proposed Project is the No-Build alternative, and, perhaps not so coincidentally, that is the only alternative which is then summarily dismissed as "not meeting the project goals". In short, an EIS should not be a document tailored to justify a decision that has already been made, but that is exactly what this AAF Draft EIS is.

From: [D Evans](#)
To: AAF_Comments@vnb.com
Subject: My twenty-fifth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:52:25 PM

Regarding Section 3.2.1.1 Screening Criteria:

DEIS 3.2.1.1 admits that the environmental impacts of potential project alternatives takes a back seat to the sponsor's "critical determining factors". It is inappropriate to exclude analysis of alternatives with an eye toward rubber-stamping the project sponsor's preferred alternative in advance of a thorough "hard look" at all of the alternatives.

From: [D Evans](#)
To: AAF_Comments@vnb.com
Subject: My twenty-first comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:33:11 PM

Regarding "Appendices and Supporting Material" on page xiv:

The noise and vibration analysis results contained in the appendices do not come close to any definition of "detailed" in the English-speaking world. The purported "analysis" of noise and vibration is so shallow that it constitutes an affront to all engineering and scientific analysis everywhere by pretending to be that which it is not. An honest-to-goodness detailed analysis of noise (and vibration as well) impacts that will potentially be generated by the Project should be conducted and the results included in a Supplemental DEIS that actually meets the needs of the NEPA process.

From: [D. Evans](#)
To: AAF_Comments@vfb.com
Subject: My twenty-fourth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:50:29 PM

Regarding Section 1.6 "Organization of this Environmental Impact Statement":

How is it possible to say that the DEIS was developed, in part, to satisfy the NEPA requirements of USCG when USCG has not even begun to evaluate the potential impacts to navigation on affected waterways? This claim is specious, at best. To say that USCG NEPA requirements are satisfied by this DEIS is capricious in the extreme.

The proper way to identify and evaluate changes in project design since the 2012 EA and 2013 FONSI is to supplement or revise those documents. It is inappropriate for FRA to now attempt to subsume the scope and determinations of prior environmental documentation into a new and separate EIS being prepared for an entirely different action. While the Administrator may have broad discretion in these matters, the instant DEIS appears to go beyond the bounds of reasonable decision making in this regard. If a full EIS was warranted for Phase I of the project, then a full EIS should have been done for that segment. The 2012 EA should, at a minimum, be supplemented to account for project design changes made since then.

From: [D Evans](#)
To: AAF_Comments@vnb.com
Subject: My twenty-second comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:39:27 PM

Regarding Section 1.2.4 "WPB-M Corridor":

The environmental impacts of bridge construction in the West Palm Beach to Miami segment of the Project should have been part and parcel of the 2012 EA and 2013 FONSI. That EA would now seem to have been deficient in its exclusion of said bridge work. It appears that, in fact, the 2012 EA was designed to purposely exclude the bridge work so as to prematurely arrive at a FONSI for the Project Sponsor's benefit in terms of obtaining financing. Either the EA and FONSI need to be re-done, or the Phase II Draft EIS needs to be expanded in scope to encompass the entirety of the Project's Phases 1 and 2. It is inappropriate for the Phase II EIS to "pick up the pieces" for the Phase I EA/FONSI, and is a tacit admission that the prior EA and FONSI were deficient and inadequate. AAF, through an improper segregation of their single Project into 2 arbitrary "phases", is attempting to have their cake and eat it too. Either Phase I has independent utility or it does not. Without studying the environmental impacts that may result from bridge construction in the WPB-M corridor, the initial EA and FONSI should be discarded in light of the new concerns and issues raised during the preparation of the Phase 2 DEIS.

The 2012 EA specifically says that the seven bridges located in the WPB-M corridor were to be in-scope for that EA. The seven bridges are mentioned in Sections 1.1, 1.3.2, 3.1.3, 3.1.3.1 and 3.3.7.1. The conclusions drawn from the EA regarding the seven bridges were that no impact to waterways or navigation would result. Going back now to re-evaluate potential impacts of bridge work in the WPB-M corridor should be done as a supplement to the EA; it is inappropriate for this EIS to subsume the scope of the 2012 EA. Ideally, a Supplemental DEIS should be prepared that takes a "hard look" at both project phases together as one action.

From: [D. Evans](#)
To: AAF_Comments@vhb.com
Subject: My twenty-sixth comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:56:04 PM

Regarding Section 3.2.1.1 Screening Criteria:

There is scant information in the DEIS regarding the required upgrades that will be required to highway traffic crossings and signaling equipment that will be required at grade crossings all along the N-S project corridor. Besides PTC considerations, traffic signal pre-emption is a key consideration where safety is concerned, and the absence of need for such highway improvements in alternative corridors would augur well for a reduction in project costs when compared with the pre-selected N-S corridor APE.

The Louis Berger Group ridership study summary, as it appears in DEIS Appendix 3.3-F, allows that some of its assumptions and forecasts may not materialize. That is an understatement. Between the time LBG conducted their "original source material" research in the form of Stated Preference (SP) surveys and now, gasoline prices in Florida have dropped over 10%. LBG's SP surveys surely did not include in their array of choices, "What would you choice for mode of travel be if gas was 32 cents per gallon cheaper?"

Given the United States' position as having recently attained the distinction of being a net petroleum product exporter, it is reasonable to expect that the price of gasoline paid by motorists will continue to fall. Thus, the appeal of rail service - at any speed - between Miami and Orlando will be lessened.

Based on "the price of gas" consideration alone, the change in which amounts to significant new information available since the LBG study was done, the DEIS should be supplemented to account for whatever new numbers LBG might come up with to account for the change. The existing LBG study is clearly outdated due to recent fast-moving events in the realm of gas prices in Florida. Since the entire profitability question of the proposed AAF Project depends on the conclusions of that study, a supplement to the DEIS that takes that significant new information into account is more than warranted. Economic considerations alone demand it.

Considerable mention is made of the difficulties often encountered in a shared-use scenario where passenger rail service competes with freight on the same set of tracks. Oddly, the DEIS as a whole ignores the same issues when one considers that FECR - AAF/FECT's affiliate company - owns the N-S portion of the proposed project ROW and its long-established freight rail service would present many of the same problems.

This is notwithstanding the fact that AAF holds a 20-year purchase option on the entire FECR ROW that stretches from Jacksonville to Miami. Should AAF exercise that purchase option before it expires, the entire dynamic of the FEC rail system between Coca and Miami would be subject to changes in priority of passenger service vs. freight consists. Such an eventuality falls squarely within the definition of "reasonably foreseeable" future actions and should be addressed in the EIS. (See Purchase Option Agreement memorialized in the Official Records of St. Johns County, Florida, dated December 20, 2007, and recorded in the county's Official Record Book No. 3026 on Page 892.)

Should FECR freight suddenly take a back seat to AAF (FECI) passenger traffic, the displacement of freight tonnage from the rails to highway trucks as a result of increased rail freight delivery delays has the potential to completely change the equation with respect to air quality, traffic congestion, and the overall economic climate for commercial shipping along the entirety of Florida's east coast. All of these considerations should be discussed in the DEIS. At the very least, the possibility of those future adverse impacts on the APE should be acknowledged and disclosed.

From: [D Evans](#)
To: AAF_Comments@vnb.com
Subject: My twenty-third comment regarding the All Aboard Florida DEIS
Date: Wednesday, December 3, 2014 11:44:54 PM

Regarding Section 1.3 "Federal Agency Actions and Legislative Authority":

As of the date of publication of the draft EIS, the USCG has yet to make any determination on the impacts to navigation anticipated by the Project. In fact, they have only recently scheduled public meetings to gather input which will be used to consider the impacts to the public right of navigation at the three moveable bridges in the N-S project corridor.

Publication of this DEIS was premature without the complete considered opinion and determinations of USCG as regards potential impacts to navigation. This demonstrates, once again, the desire of FRA and the Sponsor to rush the required environmental documents to completion. At the very least, a Supplemental DEIS should be prepared and made available for public comment. It is unconscionable that FRA would deem the instant DEIS fit for publication absent comprehensive input from USCG. USCG is listed as a cooperating agency for the DEIS, and yet we find that USCG has had virtually no input to the process all the way up to (and including) issuance of the project's draft EIS.

From: [Tom Regan](#)
To: AAF_Comments@vhb.com; USCGD7DPBPublicComment@uscg.mil
Subject: Navigation and Economic Issues
Date: Tuesday, December 2, 2014 2:37:21 PM
Attachments: [All Aboard Florida 1.docx](#)

Gentlemen:

There are a lot of areas where the proposal to run a high speed train through densely populated areas. This idea has not taken into consideration navigational issues, economic areas, feasibility and safety issues. It overlooks the fact that there has not been a profitable rail built anywhere in the country. The existing rail connection between Miami and Orlando has never made money and is currently being subsidized by tax payer money.

So why build another?

Simply so that a railroad that is primarily a freight company with an aging track bed would like to get a subsidized low cost method to build that track up to acceptable standards using tax payer money, the money is being borrowed by the AAF passenger rail line not the freight railroad is taking the loan. The tracks and right of way belong to the Freight entity. The borrowed money that is being backed by the USA (us) will go in to default when the rail line goes into bankruptcy. The track and other improvements to the track bed will have already been built, so the freight company comes out with a rebuilt track bed and a new connection to Orlando using our money. Let's not get hoodwinked into accepting this scam.

The navigational issues are put forth on the attached note.

From: [Miguel](#)
To: AAF_Comments@vzb.com
Subject: Need passenger rail in South Florida
Date: Friday, October 24, 2014 6:24:05 PM

All Aboard to Orlando...at maximum allowed speed.

All Aboard to Tampa and Jacksonville...at maximum allowed speed.

TriRail Coastal Link from downtown Miami to Jupiter. Present TriRail operates at a very slow speed.

Need to get cars off the roads. Need alternative transportation in Florida. The state needed this years ago.

From: [david.hunter](#)
To: AAF_Comments@vfb.com; sisustarfish@aol.com; [Daniel Lamson](#)
Subject: Need to Reject Federal Loan Support for All Aboard Florida Project
Date: Sunday, October 5, 2014 4:57:45 PM

John Winkle
Federal Railroad Administration
Washington DC 20590

Dear Mr. Winkle:

As a Board Member of the Indian River Neighborhood Association, an organization that is devoted to protection of the quality of life and safety of citizens of Indian River County, Fla, I am writing to you to request your rejection of any proposal for All Aboard Florida (AAF) or its parent company Florida East Coast Railroad (or financial investor Fortress) to obtain funds or loan guarantee from the US Government or connected financial groups, in relation to AAF's plan to build and run a high speed passenger rail service from Miami to Orlando/Tampa.

The basis for my objection is:

- 1) the "business model seems highly speculative", with ridership and fees not supporting the actual costs. If this is such a good business model, let AAF obtain its funds from private capital sources, not US taxpayer backed guarantees or funds.
- 2) the "high speed train threatens public safety" in the numerous towns along the route, including the safety of passenger cars and buses crossing the tracks with trains running at over 100 mph in the West Palm Beach to Cocoa Beach portion; and frequent delays in fire engines and ambulance service from constant trains passing through, when minutes can mean life or death to the injured. Furthermore, the absence of separation from freight train service carrying any hazardous materials, risks having a catastrophic derailing incident in a populated area, with AAF passengers involved.
- 3) the "backlog in traffic from delay in ability to cross will cause accidents" on highways, even if traffic lights are sequenced to help avoid cars blocking major intersections such as US 1 at crossways.
- 4) the "increased noise and vibration"--- caused by 32 high speed trains per day, without raised-elevation tracks and special beds as are common in Europe, ---will damage quality of life of residents near the train's path, and devalue property likely amounting to \$10s or \$100s million dollar losses to Fla. citizens along the entire path of the project.

If a high speed passenger rail service between Miami and Orlando is indeed needed and financially viable, ie to augment or supplement the ample air service now being provided, it makes much better sense to plot that rail route along the path of existing Fla. toll roads, which pass through largely rural farmland, rather than running it on the old Henry Flagler right of way that cuts through the economic centers of historic towns and villages on Florida's East Coast.

Thank you for favorable consideration of my views.

Sincerely

David W. Hunter

From: [rar.revert](#)
To: AAF_Comments@vnb.com
Subject: negative for all aboard fl
Date: Wednesday, December 3, 2014 8:48:58 PM

the impact on the residents that have to live with this
is never considered

The only consideration is to those that will profit
from moving tourists from Disney to Miami and back
via rail

follow the money & don't allow this traffic on the
rails!!!

Nay to All Aboard

From: [Martha Fenimore](#)
To: AAF_Comments@vhb.com
Subject: negative impact of all aboard florida train route
Date: Wednesday, December 3, 2014 9:47:44 PM

even if there were to be a train stop in indian river county, the best and safest location would be further west where there is a less dense population. the vast majority of people in indian river county reside on the west side of the current tracks. the main problem is that the 2 hospitals (and their emergency rooms) that are in the county are about 1-2 miles east of the tracks. there are no other nearby options. no matter how fast the trains are, deaths will occur simply due to the frequent interruptions in traffic. heaven forbid an actual train wreck occurs!! there are better options for train routes which won't be so potentially lethal for the majority of indian river county residents. martha fenimore (772)532-8534

From: [Janice Bezanson](#)
To: AAF_Comments@vnb.com
Subject: Negative impact of high speed trains through Vero Beach
Date: Monday, December 1, 2014 8:56:24 AM

To Whom It May Concern,

I am very concerned about the negative impact that high speed trains will have on the small communities along the Treasure Coast. I am not against high speed trains, but tracks should be built along the existing transportation corridor that is along the toll road or Interstate 95. If All Aboard Florida is allowed to use the existing tracks there will be an increase in train related deaths and also a decline in property values. It is ludicrous to think that it is okay to proceed with this project when there is so much at stake. The residents of Vero Beach and other small communities will suffer greatly because of the greed of large corporations. Please don't ruin our Treasure Coast. Stop this before it is too late!!

Thank you,
Janice Bezanson
7630 Mesetta Way
Vero Beach, Florida

From: [Sharman Moore](#)
To: AAF_Comments@vfb.com
Subject: Negative Impact
Date: Monday, December 1, 2014 8:12:39 AM

Good Morning,

I would like to reiterate the obvious: you would be hard-pressed to find one citizen in the Vero Beach area who approves of the plan to increase railroad traffic with the All Aboard Florida proposal.

Trains running at high speeds through our serene community would be a noise polluter and a nuisance at all of our railroad crossings.

It will also negatively impact our city in that we will now be divided into separate communities (homes/businesses on the east side of the railroad tracks and homes/businesses on the west side of the railroad tracks). In fact, I was considering buying a home on the West side of the tracks but I have so many appointments and commitments located on the East side, I have cancelled my plans to buy a residence on the West side.

Please consider locating AAF further West of Vero Beach, such as close to the I-95 corridor, so thousands of lives are not disrupted.

Thank you,

Sharman Moore

From: [endee438](#)
To: AAF_Comments@vzb.com
Subject: New choo choo trains
Date: Tuesday, December 2, 2014 7:00:00 PM

Need another stop between wpb and orlando.

Its about time america starts improving on public transportation in this country. I am taking for granted that they will take strong measures to make it as safe as possible, keeping in mind that you do not have control over less than smart people.

For those streets that are the ONLY way in and out of an area, please consider some alternative. The prevention of emergency services doing what they do is the only negative draw back about the plan.

Mickey,Minnie here I come!

All Aboard

Kathy Parnes

Sent from my Samsung Galaxy Note™, an AT&T LTE smartphone

From: [Stephen Blank, DDS](#)
To: AAF_Comments@vnb.com; [Stephen G. Blank, DDS](#)
Subject: New Passenger and freight rails, wrong place
Date: Tuesday, October 28, 2014 10:47:53 AM

I object to this increase in quantity of trains and speed of trains on tracks NOT designed for high speed, with many curves and through city centers.

This project needs to be built on NEW Rails, west of town, straighter and to allow true high speed bullet train like speeds. Building on top of 100 year old infrastructure is NOT the foundation for our future.

In addition, the location of the current proposed routes will disrupt road travel for many people throughout the business day and waterways through out the Treasure Coast.

Go West, and build real trains to accommodate the future freight from the Panama canal expansion and growth of our country.

Stephen G. Blank, DDS
184 NW Central Park Plaza
Port St. Lucie, FL 34986

772-878-7348 office
772-475-5556 cell

From: [Richard Gmail](#)
To: AAF_Comments@vnb.com
Cc: [Negron - Fl. Senate Joe](#)
Subject: New rail service in the Treasure Coast
Date: Sunday, November 9, 2014 12:00:41 PM

We feel very strongly that you should move your planned rail service to the middle of the state where there is plenty of land and you will not eviscerate our little towns. The speed of the trains, the likelihood of freight trains following your passenger service, the safety concerns all point to the desirability of using the western rail location instead. We will fight you with all the tools available to us.

Yours truly,
Lynette MacLeod
Vero Beach, Florida 32963

Sent from my iPad

From: [Gene Kopf](#)
To: AAF_Comments@vrb.com
Subject: new railroad
Date: Wednesday, December 3, 2014 12:31:45 PM

I think there are more pluses than minuses with the proposed new rail line. gene kopf

From: [Dr. Trudy Jermanovich](#)
To: AAF_Comments@vfb.com
Subject: New River Bridge Crossing
Date: Monday, October 27, 2014 10:16:06 AM

If this new train schedule is to impede navigation on the New River for those of us who are boaters and have purchased property West of this bridge, we MUST have a bridge tender at all times. It's not only the Marine Contractors that are affected, but those of us who are willing to pay higher taxes to live "on the water" in order to be able to easily reach the ocean at any time. Once again, for the sake of big business (the expansion is privately funded South of Palm Beach) it's the ordinary citizens who must pay the price. In addition, the build up of boats before bridges open is particularly difficult in that area. For sailboat owners who MUST wait for all bridges this can be especially daunting. The bridge tenders in Fort Lauderdale now try to coordinate the openings to accommodate all waiting boats. If you do not have a bridge tender on the RailRoad Bridge, I foresee lots of boating traffic problems and this is only going to aggravate those problems. What if a big storm is coming? What about barges and boats being towed which need special assistance?

It is imperative that this bridge has a local tender to be flexible in times of need.

Please consider the regular boaters in your consideration of this increased impediment to owning a boat in the "Venice of America."

Trudy Jermanovich
Fort Lauderdale, Florida

From: [Herb Ressing](#)
To: AAF_Comments@vnb.com
Cc: greg@rollymarine.com; 007@qpsmarine.com; alex@newrivermarina.net; prattm@lauderdalemarinecenter.com; ryc@roscioliyachting.com
Subject: new river bridge
Date: Monday, September 29, 2014 9:13:12 AM

To whom it may concern,

As an active member of the marine community, i.e. Ft. Lauderdale marine advisory board, Marina mile etc. I am very concerned that the proposed AAF project will have a negative impact upon the entire marine industry that has a majority of its marinas west of the bridge and the frequent openings estimated to be 54 per day will limit access to these facilities and create additional cognition on the river.

Also, consideration must be given to real-estate values decline due to limited access and the additional delays at the numerous street crossing in the center of the city effected by the additional number of freight and passenger trains.

It's time to put the brakes on All Aboard Florida and give serious consideration to all of the ramifications that surround this huge real-estate development project.

Capt. Herb Ressing

Director of Business Development
Office 954-533-3245
Cell 954-463-1414
Fax 954-368-2177
THE LAUDERDALE MARINE CENTER



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

From: MrWScott@aol.com
To: AAF_Comments@vfb.com
Cc: mrwscott@aol.com
Subject: No All Aboard Florida!
Date: Wednesday, October 29, 2014 4:32:30 PM

Please record me as against the All Aboard Florida proposed Orlando to Miami Train service. The train service will run through Vero Beach, Florida several times a day and disrupt traffic at all rail road crossings. I have needs to visit the hospital area located on the east side of the tracts several times a week. My wife also has medical needs to visit the hospital area and doctors that have offices close by. For my health safety and my wife's I am against this proposal!

I also believe the proposed service will lower the real estate property values in Vero Beach and Indian River county Florida.

This type of project should have the train tracks located on the west side of I-95 in Indian River county.

Thank you, William H. Scott Property owner in Indian River county, FL.

From: [Fee, Scott](#)
To: AAF_Comments@vfb.com
Subject: no AAF in Brevard County
Date: Monday, October 13, 2014 11:59:02 AM

As an individual who drives across the FEC tracks at a minimum of 4 times a day, the last thing I want is increase rail traffic. It doesn't matter if the passing trains cross an intersection in 30 seconds, the effects on traffic are both before and long after the train has passed. Furthermore, AAF doesn't even stop in Brevard County for citizens to utilize the service. So we must bear the burden of higher rail traffic, including serious impact to city traffic with no benefit of rail usage. Sounds like a bad deal for Brevard County. No thanks, AAF can go somewhere else.

Christopher Scott Fee
Indian Harbour Beach FL.

From: [Jan Mooney](#)
To: AAF_Comments@vfb.com
Subject: NO AAF ON THE TREASURE COAST!!!!!!
Date: Monday, November 10, 2014 8:15:25 AM

To whom it may concern,

Last Wednesday, Nov. 5th, I would have liked to have attended the All Aboard Florida presentation at IRSC in Vero Beach, but my adopted father turned 95 and that was my priority that afternoon and evening.

If I reach the age 95, I doubt that I will be wanting to live here, in Paradise, with your 32 high speed trains coming through, not only Vero, but the heart of so many lovely towns here on the Treasure Coast.

Of course, not only will it affect residents, businesses, schools and marine traffic but the tourists, that this area relies on, won't be coming

to "TRAIN CITY" anymore.

After reading about the forum in the paper, I was not disappointed in not being able to attend.

What is the reason that you did not allow time for anyone in attendance to speak via the microphone to share their views? Isn't this the democratic way; one of the reasons why this country was founded?

I am a 72 year old grandmother in Vero Beach, Florida. I am putting my 2 cents in to support this beautiful community to stay safe and welcoming for future generations.

Your plans of this "high speed" rail service coming through the downtown areas of so many of these

lovey, quaint communities is absolutely a STUPID AND AN IRRESPONSIBLE DECISION.

It will create pandemonium at each crossing 32 times each day. I don't care what your display showing how fast the trains go through the crossings, but, 32 times a day at those speeds is dangerous and a nuisance.

Emergency vehicles and school buses are my two most concerns.

Wouldn't you be a bit leery if your child was on a bus that crossed these tracks with these speeding trains coming through 32 times a day?

I'll bet you wouldn't want your mother waiting in an ambulance for a high speed train to pass in order

to get to the hospital ASAP in an emergency situation. I agree, they are fast, but it takes time for the vehicles that are backed up to get across the tracks after the gates are up. That will increase the wait time in a critical situation.

Of course, potential deaths that may occur do to the speed of these trains (both humans and animals) is a concern of mine too. Why not yours?

Why have you not considered putting these tracks west of these communities or better yet, above ground?

There is no public benefit to communities north of Palm Beach county nor south of Orlando. It will only be detrimental to these areas. It will have an impact on local

businesses, marine industries and potential damage to our local rivers and the already "sick" Indian River Lagoon.

I certainly hope you reconsider this AAF before you put the last nail in the coffin.

I have read that you have decided against getting Federal funding. That was about the only brilliant idea that AAF has had. To expect tax payers to fund this project either along the projected site or even if it were in a less dense area is another STUPID idea.

I invite you to come to the Treasure Coast and visit these communities (Sebastian, Vero Beach, Ft. Pierce and Stuart to name a few) that have the tracks coming through their

downtown areas. After seeing with your own eyes, perhaps you will understand our concerns.

God be with you in your decision.

A very concerned citizen,

Jan Mooney

PS. In a poll by the Scripps Treasure Coast Newspapers, 87% of the people said you did a lousy job hosting the public meetings.

From: PSmith022@aol.com
To: AAF_Comments@vzb.com
Subject: No All Aboard Florida!!!!!!!!!!
Date: Saturday, September 20, 2014 6:44:47 AM

To whom it may concern,

I live on North Hutchinson Island, Florida which is a barrier island north of Fort Pierce. Over the years, we have spent numerous hours waiting for long trains to pass so we are able to access the mainland. Now AAF is planning to add 32 more trains daily?

This will significantly affect the lives of those who live on the barrier islands by spending time at the crossings. There are no benefits to the Treasure Coast of Florida that the train will bring except anger and frustration to those that are sitting there waiting for trains to pass so they can continue their daily lives.

There will be those that try to outrun the trains at the crossings which will danger lives. There will be deep resentment and anger because NO ONE wants this train running through our communities!!!!

We already have a draw bridge that is hundreds of feet from the tracks that we sit at waiting for boats. We waste our time and gas on a daily basis.

AAF is a private enterprise that is forcing themselves on a project that is AGAINST THE WILL OF THE PEOPLE in Indian River, St. Lucie and Martin Counties in Florida.

I urge you to step in and STOP this from ruining our way of life.

Sincerely,

Pamela Smith

From: [Garybrisson](#)
To: AAF_Comments@vnb.com
Subject: No all aboard Florida!!
Date: Saturday, September 27, 2014 9:18:36 AM

I live in the Vista Royale Condo community. As a Florida resident I am apposed and shocked that my elected officials can not find a way to prevent a high speed train running on tracks only yards from my building. Even now when the freight trains go by my windows vibrate and I have to sleep with a fan on to try to drown out the noise. Now with more trains at higher speeds all sleep and the good things about were I live will be lost. A noise barrier wall like that installed on highways at the very least should be erected.

Respectfully,
Gary R. Brisson
6 Vista Palm Lane unit 202
Vero Beach Fl. 32962

Sent from my iPad

From: lm910@aol.com
To: AAF_Comments@vfb.com
Subject: NO ALL ABOARD FLORIDA
Date: Tuesday, December 2, 2014 2:54:41 PM

I am extremely against All Aboard Florida disturbing our way of life on the Treasure Coast. I moved up to Martin County back in 1999 to get out of the overcrowding and over development of Palm Beach County. All Aboard Florida will effect the small downtown area of Stuart and our hospital access. The Train isn't even stopping here so why the heck would we want it making more congestion and traffic.

Move it out WEST where there is room for it. We do NOT want this high speed train closing our tracks and our waterways!!!!!! Go West All Aboard or GO HOME!!!

Very concerned citizen.

Leslie Marder

From: [Barb Yeagle](#)
To: AAF_Comments@vnb.com
Subject: No All Aboard Florida
Date: Tuesday, November 4, 2014 9:46:40 PM

Please have some consideration for communities and businesses established along the existing railroad tracks. Also, these established communities have social and medical services that will be impacted greatly with multiple trains passing on a daily basis. The proposed increased traffic generated by the AAF is NOT an asset for the towns along the Treasure Coast. Please consider rethinking this idea.



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

From: [Patricia Poe](#)
To: AAF_Comments@vfb.com
Subject: No all aboard Florida
Date: Tuesday, October 28, 2014 9:10:08 AM

I live In Hobe Sound and oppose the proposed 32 additional trains. Please place your additional lines west of 95.
Patricia Poe

[Sent from Yahoo Mail for iPhone](#)

From: [Linda Laforte](#)
To: AAF_Comments@vnb.com
Subject: NO All Aboard
Date: Sunday, October 26, 2014 3:41:46 PM

Hello,

Please let this email serve as my rejection of All Aboard.

I am very much AGAINST a high speed train traveling through Martin County and Stuart close to the coast. I think that it will have more adverse impact on the quality of life than you expect. Environmentally, it will pollute and add to the already high level of noise. I'm sure that it will destroy the charm of downtown Stuart. Property values will go down. Traffic (include deliveries, and emergency vehicles) will be delayed more than they already are. Roads and bridges would have to upgraded, etc. etc. The list goes on.

Why on earth can't something be done to extend the Tri-Rail system that runs from Miami to 45th Street in Mangonia Park? That train could be extended further north further away from communities and busy areas where it will have fewer adverse affects.

Something else that I'd like to see (which doesn't involve the railway) is an upgrade to the Martin County Bus System. The roads are clogged enough. Many retired people might welcome better bus transportation to avoid driving these roads.

Thank you,

Linda LaForte
326 SE Cardinal Trail
Stuart, FL 34997

From: [Madeleine Guffy](#)
To: AAF_Comments@vfb.com
Subject: No all aboard
Date: Monday, December 1, 2014 12:08:57 PM

Our family feels this is not a good idea and the money should be going to more useful needs in Florida. A real concern is emergency vehicles being held for minutes at the crossing when every minute counts. Please drop this idea.

True Florida native
Madeleine Guffy

From: [Nancy Kelly](#)
To: AAF_Comments@vnb.com
Subject: NO CHOO CHOO
Date: Monday, December 1, 2014 12:05:50 PM

NO!!!! I do not want these trains going thru my little town of Vero Beach. There is no benefit for Indian River County!!! These trains are only to benefit wealthy tourists. GO AWAY

Nancy Kelly

From: fsbesson@comcast.net
To: AAF_Comments@vfb.com
Subject: No for AAF Through our Beautiful Treasure Coast
Date: Tuesday, October 7, 2014 3:30:04 PM

As a Rail Transport Engineer (Ret.) I know the current All Aboard Florida (AAF) plan will be a disaster for the Florida Treasure Coast and recommend strongly against it.

My home is on the east side of the existing tracks in Stuart, Florida and I travel daily back and forth to the west side using various crossings in Stuart for business and family visits.

The delays, long lines and safety issues caused by the current freight trains are detrimental but acceptable to the Treasure Coast based upon economic realities and the need for the movement of rail freight. Additional freight and added passenger trains, without numerous mitigating fly-overs or tunnels, will impose an unacceptable degradation of the flow of the Treasure Coast's businesses, the life styles, treasured environment, wild life, and residential and commercial property values.

Additionally, any Federal or State loans, paid for and guaranteed by disadvantaged Treasure Coast taxpayers is patently unfair.

Totally missing from any public discussions on AAF is a thorough examination of the economic (cost/benefit analyses) and environmental impacts of alternative western routes. What is needed now is an examination of the shorter western alternatives with their independent economic and environmental studies.

Please move any AAF plans well west to central Florida and preserve Florida's historically beautiful and unique Treasure Coast !

Frank S. Besson III
Rail Transport Engineer (Ret.)
Stuart, Florida

From: [carlton doby](#)
To: AAF_Comments@vzb.com
Subject: NO MORE TRAIN TRAFFIC !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Date: Saturday, September 27, 2014 7:22:27 AM

NO MORE TRAINS !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

From: jerryohio@comcast.net
To: AAF_Comments@vfb.com
Subject: NO new trains on the Treasure Coast
Date: Wednesday, December 3, 2014 1:13:44 PM

We live in the Treasure Coast of Florida. I speaking for Vero Beach, Fort Pierce & Stuart to stop the ALL ABOARD FLORIDA otherwise our life in Stuart will completely change.

Speaking personally, I cross the railroad in Stuart to go to: shops, restaurants, hair dresser, hospital, doctors, lawyer, accountant, Lyric Theatre, Court House & church to name a few. With 30 or more trains speeding though Stuart, we will be sitting & waiting for the trains to pass. Boaters will be on hold to get out to the Ocean. These businesses will lose their clients and everyone will be late for appointments & business meetings. If this train runs straight through Stuart, everyone here in Martin County will be affected. Maybe they will move out of the area. You are ruining our town!! Jerry Felton, Martin County Resident

From: [Balzer, Mike](#)
To: AAF_Comments@vfb.com
Subject: No railroad
Date: Tuesday, October 28, 2014 10:56:49 AM

As a voter and resident in Martin County I am opposed to the high speed train that is being proposed. In addition to the negative effects on our community I am amazed that this is being considered. I just don't see that there is a ridership to support the expenses. I am originally from the northeast where there is additional infrastructure and a strong need for this type of transport that I just don't see existing in Florida. People drive to Orlando so that they can have their car to drive places when they get there and I don't see that there is that much business traffic between Miami and Orlando. Let's spend these tax dollars on education!

Sent from my iPhone

From: [David Brigida](#)
To: AAF_Comments@vhb.com
Subject: No support for AAB
Date: Friday, October 31, 2014 11:46:23 AM

I live in Port Saint Lucie and in my opinion the proposed rail plan for passenger service is a very bad idea. It seems to not be about rail service but more about retail space in Miami and Ft Lauderdale. I do not believe the ridership projections at all which means all along the proposed route people's lives will be negatively affected for ridership that will not exist. The trains will run empty. Crossings will be a disaster, noise will be terrible. Stuart downtown will be closed. Boating will come to a stand still as people wait for the bridge to open. Why not move to the western tracks?

It is just a terrible idea and poorly planned.

David Brigida
772-834-7599

From: [anthony Dorshall](#)
To: AAF_Comments@vhb.com
Subject: NO TO AAF LOAN
Date: Friday, November 28, 2014 1:18:01 PM

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, D.C. 20590

Dear Mr. Winkle,

I strongly believe that A.A.F., a private endeavor, needs to remain totally private, not risking government money and/or subsidies. The U.S. Government should not be in the business of gambling taxpayers money.

Trustworthy and honesty are very important factors in any business decision; I do not think A.A.F. and Micheal Reininger CEO are either. Mr. Reininger certified on a loan application that there was no opposition to A.A.F. It is obvious Mr. Reininger was not being truthful or honest in his application to the Florida Development Finance Corporation.

The A.A.F. project is attempting a 21 century high speed rail system built on 18th century resources. The H.R.S. will necessitate more than 360 sealed corridors which will conflict with a conventional convenient means of conveyance. The projected transportation of 9,500 customers will disrupt and risk the lives of millions who regularly traverse the tracks daily.

Furthermore should the U.S. Government be entangled in a situation where the Central Florida Expressway Authority which controls the 528 corridor bullies the owners of private property to fulfill an easement promise to A.A.F..?

I question the ability of A.A.F. to assure reasonable maritime passage at the St. Lucie River RR Bridge crossing, as well as not congesting downtown Stuart intersections. Where will the freight staging areas be located? The St. Lucie RR Bridge is single-tracked and all train traffic will be funneled through this

bottleneck. I am aware there have been many engineers, consultants, and others who have worked on this project. Anomalies do occur as we have seen in recent high profile disasters. It will be the residents who live in the impacted areas that will live with any and all errors, omissions and subsequent anomalies.

Can we or can the government really trust and be confident with A.A.F. and Micheal Reininger? I say NO.

Respectfully,
Arthur Deschane,
Stuart, Florida

From: [Roberta](#)
To: AAF_Comments@vnb.com
Subject: No to AAF
Date: Monday, October 27, 2014 4:06:37 PM

Dear Sirs:

Running fast trains thru our populated area, along with more and faster freight trains, will increase the dangers for all of us. Not to even mention the noise, vibrations, and longer wait times.

The oil that comes from fracking, is more volatile and catches fire more easily.

It is ridiculous enough that present day freight trains travel over 100-year old drawbridges. To add modern fast trains to that traffic must make the Europeans laugh, and certainly makes our claim of "SuperPower" totally phony.

We have driven over the Viaduc Millau in France, and have been amazed.

Why can't we have a modern freight system that goes up the unpopulated center of FL, with fast commuter trains on separate tracks connecting population centers?

Helen and Anthony Frigo
9650 S. Ocean Drive
Jensen Beach, FL 34957
772-229-6033

From: [M. Davis](#)
To: AAF_Comments@vnb.com
Subject: No to AAF
Date: Friday, October 10, 2014 7:40:21 PM

We can't afford it and it will fail like the other rail projects have. Just stop pushing your mass transit agenda at the expense of current and future taxpayers.

2014 Best Skin Tighteners

A Review List of The Top Performing Skin Tighteners In 2014
SkinCareSearch.com

From: [Phyl](#)
To: AAF_Comments@vfb.com
Subject: no to abf
Date: Tuesday, December 2, 2014 10:06:18 AM

Dear Mr.Winkle and all concerning ABF project.

Please stop the venture of more train traffic and noise, pollution and tying up emergency vehicles from reaching our helpless citizens from the timely care they need. There is nothing positive about more trains on the Treasure Coast. Here in Micco, many retired have train tracks in their backyards, they won't be able to afford to move or sell their homes. also in Barefoot Bay there are many sickly elderly in the community their need for emergency care will be greatly endangered, there is concern that they will and not be able to receive it in time.

There are many other concerns the citizens have concerning ABF. There are better alternatives to this passenger train and increased freight altering our way of life here on the Treasure Coast. Please consider them. Leave this beautiful piece of Florida as it is without extra issues. We don't need or want your passenger train polluting our air and risking the lives of our citizens. Please consider this and listen to the citizen taxpayers voices as they plead to stop this project.

Thank you, sincerely, A very concerned citizen....Phyllis Maleski

From: jerryohio@comcast.net
To: AAF_Comments@vnb.com
Subject: NO to ALL A BOARD FLORIDA in the Treasure Coast
Date: Tuesday, December 2, 2014 8:42:30 AM

My mailing address is Stuart, FL. I live & own property in North River Shores (on a canal) in Martin County, FL. This area is just over the Roosevelt Bridge in Stuart. My name is Mary J. Felton, I go by Jerry.

Down town Stuart has become an active resort town for part time residents & for people who live here all year.

All Aboard FL trains will **ruin our economy & pollute our environment.** HELP SAVE OUR COMMUNITY & COME UP WITH ANOTHER WAY TO RUN YOUR RAIL ROAD !

THANK YOU.

From: pamsart22@me.com
To: AAF-comments@vhb.com; john.winkle@dot.gov
Subject: No To All Aboard Florida Will hurt Martin County
Date: Wednesday, December 3, 2014 3:00:00 PM

The proposed train would be bad for the local economy. Martin County relies on tourism as a major part of it's economy. We have fishermen and boaters come from all over to visit here. The train would hurt recreational boating as it would make it almost impossible to get from Palm City to the ocean at many times. We also have snowbirds which stay all winter. The seniors I've talked to that winter here say they don't want to stay in a place that is noisy and hard to get around in because of constantly stopping for trains. I've had many tell me they will go elsewhere. This reduction of tourists will severely hurt restaurants and local businesses.

This train would also create safety problems. I am worried about access to the hospital as most of the county has to cross the tracks to get to the main hospital.

Property values would go down in much of the county due to proximity to the train tracks.

This project is a terrible idea for Martin County with absolutely no benefits at all.

I strongly recommend rejecting this project.

Pam Arthur

From: [Linda Lucas](#)
To: AAF_Comments@vnb.com
Subject: NO to All Aboard Florida Shame Train!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Date: Sunday, September 21, 2014 9:08:24 AM

How can this be even considered for the Treasure Coast. Our small town will be destroyed by this boondoggle. Do we as citizens have no say to something so dangerous and environmentally destructive. I am sure when a huge class action suit is filed when citizens can't even get to the hospital while waiting 32 times a day as passenger and of course freight trains pass it will get your attention, then it will be too late!

Linda Lucas
Vero Beach

From: [Paul & Linda Kelly](#)
To: AAF_Comments@vhb.com
Cc: rich.campbell@tcpalm.com; amie.rosenberg@tcpalm.com
Subject: No to All Aboard Florida trains
Date: Monday, December 1, 2014 10:35:10 AM

Attention: Mr. John Winkle, Federal Railroad Administration

We are writing to voice our opposition to the plan proposed by All Aboard Florida.

While we have appreciated the contribution that railroads have made to America, this plan for a high-speed passenger rail service in Florida is a disgrace and must not be allowed to happen. Surely you are aware that the population and need will never make this a worthwhile project? I am a former high school America History teacher with an understanding of how the so called "Giants" of the rail industry have cheated the American people and our government in the past. This new proposal will become an even a greater example of greed and must be stopped. Additionally, my family history is tied directly to the Duluth Missabe and Iron Range Company of Minnesota. We lived in a section house approximately 150 feet from the tracks that carried millions of iron ore cars to their destination. The noise, danger and death caused by these trains will forever live in my memory. I would not want any of that dumped on my fellow Floridians because of AAF.

I am copying two writers from our local newspaper with this e-mail with the hope our voices will be heard. Please take action now and stop All Aboard Florida from stuffing their plan down our throats.

Respectfully, Paul & Linda Kelly
1986 17th PL S.W.
Vero Beach, FL 32962

New Outlook Express and Windows Live Mail replacement - get it here:
<http://www.oeclassic.com/>

From: mapate3633@bellsouth.net
To: AAF_Comments@vzb.com
Subject: NO to All Aboard Florida!!
Date: Sunday, November 9, 2014 11:27:28 AM

The inconvenience to simply run errands, attend meetings, get to appointments on time will be devastating. The quality of life here in Stuart will definitely be negatively impacted, as well as our property values. Other concerns are emergency vehicles, people and animals that cross the tracks.

Many negatives - no positives!! NO TO AAF!!!

Ray and Marlene Pate
3730 SE Old St. Lucie Blvd
Stuart FL 34996

Sent from Windows Mail

From: [Cynthia Gurin](#)
To: AAF_Comments@vfb.com
Subject: NO to All Aboard Florida!
Date: Friday, October 31, 2014 2:14:34 PM

- (1) All Aboard "public" meetings which refuse to allow the public to speak and be heard.
- (2) A so-called "Environmental Impact Study" paid for and prepared by contractors who work for FEC, which "report" reads like a P.R. piece, because that's exactly what it is.
- (3) Press coverage which pretends 32 passenger trains a day will go so fast they won't disrupt vehicle or boat traffic, but deliberately fail to report on FEC's planned quadrupling of slow moving freight traffic, with trains up to two miles long. (I counted 153 freight cars at rush hour yesterday which backed up traffic for a full twenty minutes).
- (4) Every so-called "governing" entity says they can look at the plan but they have no authorization to stop this nightmare from trashing our property values, or risking the lives and health of residents.

WELL, THEN... WHO ****DOES**** HAVE THE AUTHORIZATION TO SAY "NO"?

Sources: <http://www.unitevoters.com/train-scam.htm>

Dr. & Mrs Robert Gurin
3451 SE Court Drive
Stuart, FL 34997

From: [Jane Landrum](#)
To: AAF_Comments@vhb.com
Subject: NO to All Aboard Florida
Date: Monday, October 27, 2014 6:24:45 PM

In regards to All Aboard Florida:

I am very much opposed to the railroad expansion in our area and throughout South Florida for these reasons:

- The 32 trips a day through our community will disrupt access to businesses on the other side of the tracks for all of us.
- The community will be divided economically such that people will change their shopping habits to stay on their side of the tracks to avoid very disruptive delays.
- Most of the communities along the FEC railroad will experience a separation that forms an East and West commercial area, and most people will plan their errands to avoid a railroad crossing, thereby decreasing the business of commercial entities considered too time consuming to visit.
- People will not be able to plan their travels around so many traffic disruptions. Many will be late to businesses, county government activities, court dates (with penalties and case loses), sports events, and importantly for Floridians- delayed going to the beaches and river causeways.
- The claim that the trains will only take a minute to clear crossings is impossible in the Stuart area- the trains have to slow down to 20 mph to cross the railroad bridge that crosses the St. Lucie River.
- There are 28 railroad crossings in Martin County alone, 352 throughout the Treasure Coast. That is way too many disruptions for a train that will bring no benefit to the entire area.
- Closing/Opening the St. Lucie River railroad bridge is a time consuming process. 32 trains a day will delay boaters in a very irresponsible way. The Code of Federal Regulations, 33 CFR 512, states that **"No bridge shall at any time reasonably obstruct the free navigation of any navigable waters of the U.S."** Increasing the number of train trips in our county violates this regulation excessively.

The whole idea is irresponsible to our community and very disrespectful of our time.

Sincerely,

Jane Landrum
2949 SW Cornell Ave.
Palm City, FL 34990
Dick@LandrumSoftware.com

From: twerpshaw@comcast.net
To: AAF_Comments@vzb.com
Subject: No to All Aboard Florida
Date: Monday, December 1, 2014 4:04:01 PM
Attachments: [John Winkle.docx](#)

From: [Kathleen Casey-Kirschling](#)
To: AAF_Comments@vfb.com
Subject: NO to All Aboard Florida
Date: Monday, December 1, 2014 3:39:09 PM

Please register opposition for my husband and I to the plans to allow passenger service under the All Aboard Florida program. It is in our opinion a sham using the passenger service as a smoke screen to make radical changes to the existing rail corridor only to benefit freight. If the railroad wants to be able to haul more freight with the coming Panama Canal modernization we believe that the highly populated and environmentally sensitive east coast is not the place for more freight trains.

Passengers

As to passenger service why would anyone want to take a train from Miami to Orlando when it is far easier and more convenient to drive the FL Turnpike or take a bus!? Also most people from overseas would likely fly direct to either Miami or to Orlando as their primary destination. They would not likely fly into one of these ports of entry to then take a train to get to the other city. To get a great example of what the situation is today with US passenger service we need only look at the headlines -

Amtrak loses a ton of money each year. The passenger rail service needed \$1.4 billion in subsidies from Congress in 2012. (The Washington Post, Brad Plumer, March 1, 2013) And this has been the trend in that the 2007-2011 average annual subsidy of \$1.432 billion.

Looking at passenger rail and using Amtrak as the proxy for rail travel we can compare it to other modes. Rail itself is NOT a major travel mode. In fact, rail/Amtrak's 22 miles per person in 2012 compares with more than 1,800 miles in air travel and 4,200 miles in intercity auto travel. As a result, Amtrak carries only about 0.36 percent of intercity passenger travel in the U.S. That's up from 1997, when it was 0.32 percent, but down from 1991, when it was 0.45 percent. Fluctuating between a third and a half percent does not make rail/Amtrak a "major travel mode." If rail/Amtrak is a major travel mode, then intercity bus, which carries three times as many passenger miles as Amtrak, is as well. A more recent report from DePaul University's Chaddick Institute found that bus travel is growing twice as fast as rail/Amtrak.

Intercity buses carry at least 50 percent more passenger miles than Amtrak in rail's/Amtrak's showcase Northeast Corridor. They do so with almost no subsidies and at fares that are about a third of Amtrak's regular train fares and little more than 10 percent of Amtrak's high-speed Acela fares. Intercity buses are safe and environmentally friendly, suffering almost 80 percent fewer fatalities per billion passenger miles than Amtrak and using 60 percent less energy per passenger mile

than rail/Amtrak. Buses should be considered as an alternative before investing in passenger trains. Finally, FL is in the process of upgrading and widening the I 95 corridor.

Freight

If the All Aboard Florida plan is about freight, as is suspected, then that freight should not be forced onto the highly populated and environmentally critical areas along Florida's eastern seaboard. A more desired long term plan should use the Florida Turnpike corridor due to the reduced population and environment impacts. Based on our growing knowledge of the health effects of toxic diesel-fueled vehicle emissions, these Florida east coast communities are at increased risk of respiratory problems, cancer and even death from increased rail and truck freight along the proposed plan's corridor.

Florida should consider what was done in California for freight. The Alameda Corridor is a 20-mile-long rail cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles. It is a series of bridges, underpasses, overpasses and street improvements that separate freight trains from street traffic and passenger trains, facilitating a more efficient transportation network. That same planning applied to the Port of Miami would get the rail freight out of the metro area and into the western edge of the populated coastal area. From there the plan to follow the Florida Turnpike would be a long term benefit to population, rail, highways, environment and health.

California's Project Need

International trade accounts for one of every 15 jobs in the Southern California region, according to the Los Angeles County Economic Development Corporation. The ports of Long Beach and Los Angeles are the two busiest container ports in the country and, together, in 2011 were the eighth busiest port complex in the world. The ports handled more than \$300 billion in cargo in 2011. In the early 1980's it was recognized that the rail network serving the ports was not sufficient to accommodate rapidly increasing cargo volumes. As a result, the Alameda Corridor consolidated four low-speed branch rail lines, eliminating conflicts at more than 200 at-grade crossings, providing a high-speed freight expressway, and minimizing the impact on communities.

California's Project Benefits

- More efficient freight rail movements
- Reduced traffic congestion by eliminating at-grade crossings
- Improvements to the adjacent Alameda Street
- Multiple community beautification projects
- Less train emissions
- Reduced vehicle delays and emissions at railroad crossings

- Less train noise due to trench

Thanks for your consideration

Kathy and Patrick Kirschling

#####

From: b690@aol.com
To: AAF_Comments@vnb.com
Subject: No to All Aboard Florida
Date: Tuesday, December 2, 2014 7:02:26 PM

Attention John Winkle, Federal Railroad Administration, 1200 New Jersey Ave S.E., Room W38-311,
Washington, D.C. 20590

We are writing to vote NO to having frequent high speed trains go through the center of downtown Vero Beach, Florida. There is nothing about these trains which will benefit the residents of Vero Beach. They are dangerous, noisy, and damaging to property values. The only people who will benefit from these trains are private business owners. Please, please do not allow these trains to destroy our community.

Thank you very much for your consideration,
Tom and Charlene Bentien

From: [i](#)
To: AAF_Comments@vnb.com
Subject: NO to All Aboard Florida
Date: Monday, December 1, 2014 7:23:23 PM

I'm am against All Aboard Florida. Having dozens of trains a day halting traffic, creating noise and getting in the way of medical professionals and emergency vehicles going to hospitals that are west of the tracks cannot be a good thing. We are losing the feel of this wonderful small town that I moved to 26 years ago. In all of my years here I never found it necessary to take a train and I cannot believe that there will be passengers filling the seats of these trains.

Jean Hellquist P.A.
Broker/Associate
Keller Williams Realty
4455 Military Trail
Jupiter, FL 33458
(561) 628-3265

From: [Pam Arthur](#)
To: John.Winkle@DOT.Gov
Subject: No to All Aboard Florida
Date: Wednesday, December 3, 2014 2:41:18 PM

The project is proposed by a private firm (FECI) but they have applied for a Federal Loan of up to \$1.5 billion, which could ultimately end up being passed on to the American taxpayers. It is also apparent that a significant portion of the financial burden may be imposed on the counties that this train would go through. At the public meeting in Stuart to discuss this project nobody could tell me what the proposed ticket price would be between Miami and Orlando. They also couldn't tell me what would happen if the ridership numbers didn't justify the cost and who would ultimately pay for the cost of the project. It is highly unlikely that passenger tickets alone could pay for this.

We strongly suggest that you reject this project.

Pam and Brian Arthur
Stuart, FL

From: [Dick Landrum](#)
To: AAF_Comments@vnb.com
Subject: NO to All Aboard Florida
Date: Monday, October 27, 2014 6:22:55 PM

In regards to All Aboard Florida:

I am very much opposed to the railroad expansion in our area and throughout South Florida for these reasons:

- The 32 trips a day through our community will disrupt access to businesses on the other side of the tracks for all of us.
- The community will be divided economically such that people will change their shopping habits to stay on their side of the tracks to avoid very disruptive delays.
- Most of the communities along the FEC railroad will experience a separation that forms an East and West commercial area, and most people will plan their errands to avoid a railroad crossing, thereby decreasing the business of commercial entities considered too time consuming to visit.
- People will not be able to plan their travels around so many traffic disruptions. Many will be late to businesses, county government activities, court dates (with penalties and case loses), sports events, and importantly for Floridians- delayed going to the beaches and river causeways.
- The claim that the trains will only take a minute to clear crossings is impossible in the Stuart area- the trains have to slow down to 20 mph to cross the railroad bridge that crosses the St. Lucie River.
- There are 28 railroad crossings in Martin County alone, 352 throughout the Treasure Coast. That is way too many disruptions for a train that will bring no benefit to the entire area.
- Closing/Opening the St. Lucie River railroad bridge is a time consuming process. 32 trains a day will delay boaters in a very irresponsible way. The Code of Federal Regulations, 33 CFR 512, states that **"No bridge shall at any time reasonably obstruct the free navigation of any navigable waters of the U.S."** Increasing the number of train trips in our county violates this regulation excessively.

The whole idea is irresponsible to our community and very disrespectful of our time.

Sincerely,

Dick Landrum
2949 SW Cornell Ave.
Palm City, FL 34990
772-287-4930
Dick@LandrumSoftware.com

From: [Mike&Karen Sommer](#)
To: AAF_Comments@vfb.com
Subject: No to All Aboard Florida
Date: Monday, December 1, 2014 7:22:47 AM

Please reconsider and move the route to west. Plan for the long run profit of passenger and freight traffic. The small towns from Vero to Jupiter/ Juno will be negatively impacted and a big problem for AAF.

Thank you for your consideration.

Michael and Karen Sommer

From: [Christine Adams](#)
To: john.winkle@dot.gov; AAF_Comments@vhb.com; CongressmanPatrick.Murphy@mail.house.gov;
negron.joe.web@flsenate.gov; Bill@billnelson.senate.gov; Greg_Langowski@rubio.senate.gov;
contact@citizensagainstthetrain.com
Subject: No To All Aboard Florida
Date: Monday, September 29, 2014 6:34:46 PM

My Name, address, and phone:

From: [Dotty Greene](#)
To: AAF_Comments@vfb.com
Subject: NO to all aboard Florida
Date: Tuesday, December 2, 2014 1:38:34 PM

Please stop All Aboard Florida!

As residents of St. Lucie County we find this project causes tremendous undue harm to our area and to all of Florida for the following reasons:

1. The ridership expectation of 32 trains a day is unrealistic. Accordingly, there are experts who say that All Aboard Florida will never cover its expenses.
2. If a government sponsored loan is offered for this financially unrealistic project it will soon be in default leaving taxpayers to pick up the tab.
3. If there were 32 trains daily it would be a severe public nuisance, safety, and environmental problem.
4. The Railroad Administration Partial Report neglects the impact on Martin, St. Lucie, and Indian River Counties. It refers to these counties as undeveloped but would have its worst damages where the track continuously travels through the area's heaviest population concentration.
5. The cities of Stuart, Ft. Pierce, and Vero Beach will have serious safety effects from trains and blocked vehicle traffic. This also impacts small businesses who are dependent on good traffic flow.
6. With the FEC and Tri-rail in existence on the East Coast, a new, more direct line from Palm Beach to Orlando would be much less disruptive, going through much less populated areas.

In summary, the All Aboard Florida project abusively neglects the people of impacted counties. It supports only the few users at either end of the line. How can anyone justify supporting a few people who will profit from this project while thousands have their lives and property values destroyed?

Serious consideration for the welfare of all citizens must be the goal. We will appreciate your leadership in stopping this ruinous effort.

Sincerely,

Stan and Dorothy Greene
5802 Deer Run Drive
Ft. Pierce, FL 34951

From: [Kathy Baummier](#)
To: AAF_Comments@vfb.com
Subject: No- To ALL ABOARD FLORIDA
Date: Monday, December 1, 2014 10:28:10 AM

As a resident for over 50+ years on the Treasure Coast and living within 1 mile of the train tracks..... running these trains through is a BAD idea. Who the heck is even traveling from Miami and WPB to Orlando? 16X trains a day? Are you kidding me? Traveling at the rate of what speed? A lot of lives are going to die on those tracks. No one is going to want to sit at a railroad crossing 16+ plus times a day over 100's of crossings.

NO NO NO

Kathy Baummier
kbaummier@yahoo.com
561-627-4807

From: [Rachel](#)
To: AAF_Comments@vfb.com
Subject: NO to All Abroad Florida Plans
Date: Monday, September 22, 2014 11:21:05 AM

The plan for these high speed trains to transit the City of Sebastian would destroy our quality of life and potentially endanger our access to emergency services. It is even more egregious that they are seeking to utilize tax dollars to destroy our quality of life. Adding insult to injury, the extremely expensive version will not even be stopping on the Treasure Coast, thereby further punishing the residents for the benefit of South Florida and Orlando.

I am ADAMANTLY OPPOSED to this project.

Rachel Cannon
Sebastian, FL

From: fcw@franwhittelsey.com
To: AAF_Comments@vfb.com
Subject: No to Florida All Aboard
Date: Monday, November 3, 2014 10:43:06 AM

I own a condominium in Jensen Beach, one of the towns with a grade-level crossing that would be adversely impacted by the proposed passage of what I understand would be more than 30 trains/day.

The RR crossing at Jensen Beach passes through a round-about that is very busy because this road leads to a bridge to Hutchinson island. This is the route through which beach goers from west use to reach the beaches. It is very crowded now on hot days, weekends.

Bringing traffic to a stand-still 30 + times a day would create a traffic nightmare and cause an increase in air pollution that is totally unacceptable.

It would decrease property values in this entire area.

The trains would also create serious noise pollution and therefore also decrease property values.

If the decision is to proceed with this passenger train system, then a bridge should be built and the ground-level crossing eliminated.

Further, I question any passenger studies that predict significant usage of a train route from Orlando to Miami. Instead, I believe this will end up being a huge loser for taxpayers. Indeed, I have to ask which corporations will benefit, and what contributions they have made to politicians to get them to move this environmentally unsound project.

Sincerely,
Frances Whittelsey
8800 S Ocean Drive
Jensen Beach, Fla. 34957

From: lowryrly@aol.com
To: AAF_Comments@vzb.com
Cc: lowryrly@aol.com
Subject: NO TO TRAINS
Date: Wednesday, December 3, 2014 6:18:29 AM

Mr. Paul Baumer
Office of Infrastructure Finance and Innovation
Office of the Secretary
U.S. Department of Transportation
W84-229
1200 New Jersey Avenue S.E.
Washington , DC 20590

Dear Mr. Baumer,

It has been reported that All Aboard Florida (AAF) has applied to issue \$1.75 billion worth of Private Activity Bonds. I have questioned from the start the creditworthiness of this company and its parent company, Florida East Coast Industries. Earlier this summer AAF sold \$405 million worth of bonds at junk bond ratings of 12-12.75%. It was reported in Reuters that the purchasers of these bonds simply purchased them as an equity play based on the collateral attached, not because of confidence in the feasibility of this project.

The AAF project will bring many negative impacts to the east coast of Florida. I do not believe this private company, ultimately owned by Fortress Investment Group, an equity and hedge fund manager whose stock has declined over 60% since its debut in 2007, should use our government as a conduit for funding in any way, shape, or form to finance this extremely risky project. I do not believe the taxpayers should be involved or forced to absorb the loss of funding that would normally come from income taxes paid if this private project were to seek "true" private funding.

I greatly question the feasibility of this project as South Florida already has two passenger rail systems, Amtrak and Tri-Rail, that together lose over \$100,000,000 million per year. AAF now wants to add a third passenger rail system in the same market. This does not make sense.

As an American Taxpayer, I ask that you do not grant AAF the ability to issue Private Activity Bonds.

Yours Truly,

Wm Mike Lowry

From: jctaylor1515@hotmail.com
To: john.winkle@dot.gov
Cc: floridanotallaboard@gmail.com
Subject: NO TRAIN!!
Date: Tuesday, December 2, 2014 5:11:01 PM

Please don't let the high sped train come through our town. Numerous negative impacts will result on the local economy and environment. I live by the tracks in Jensen Beach and hear the train going by as I write this email. I can only dread how many more times I will hear it's disruptive rumbling. It seems to be more efficient and effective to use the western route.

Thank you for your time.

Jeremy Taylor
Realtor
Berkshire Hathaway HomeServices
2363 SE Ocean Blvd.
Stuart, FL. 34996
Office (772) 283-2800
Cell (772) 285-0003
jeremytaylor@bhhsfloridarealty.net

From: [whitney riggs](#)
To: AAF_Comments@vnb.com
Subject: No trains by my house
Date: Wednesday, December 3, 2014 7:32:18 AM

I can see the tracks out my window. I live in Hobe Sound, FL at Gleason St near Dixie Hwy where the trains run. We don't want more freight trains loaded with rock or the passenger trains running on the coastal track through our Treasure Coast....sincerely, Whitney S Riggs

From: SWC10@aol.com
To: AAF_Comments@vzb.com
Subject: NO TRAINS ON TREASURE COAST!
Date: Wednesday, December 3, 2014 12:51:53 PM

TO PUT ON THE TRAINS ALONG THE TREASURE COAST FROM ORLANDO TO MIAMI WILL BE A DISASTER FOR THE QUALITY OF LIFE FOR WE CAME HERE BECAUSE OF THE WONDERFUL QUALITY OF LIFE WE NOW HAVE.

THERE IS PLENTY OF SPACE WEST OF THE COAST TO RUN TRAINS WITHOUT DISTURBING THE DAILY LIVES OF ALL WHO LIVE NEAR THE COAST. LET THE 1%ERS FIND THE RESOURCES TO DO THAT..

S. CANE

From: [William Hudgins](#)
To: AAF_Comments@vnb.com
Subject: NO TRAINS
Date: Wednesday, December 3, 2014 8:58:12 PM

To Whom this may concern:

The purpose of this email is to officially go on the record regarding the All Aboard Florida rail plans to bring high-speed trains through Stuart and Hobe Sound. I am completely against this project for the following reason: it will be harmful to our way of life that we have come here for. This particular town and region is quiet and slow-paced, and if we wanted it differently, we would have settled in a larger community like West Palm Beach. The intersections of Monterey Road, Ocean Blvd, and Bridge Road with the railroad tracks cannot handle additional closures with the planned crossings, without causing traffic, delays, and more danger.

WE DO NOT WANT THIS!

I live in Palm City, and at night when it's quiet and our windows are open, we can hear the train horns from our house. Please don't add more to this noise pollution. What will it take for you to realize how many lives will be negatively influenced by your proposal of progress?

Please count me as OPPOSED to this project!

Thank you,
William Hudgins
Palm City

From: [Terry](#)
To: AAF_Comments@vnb.com
Subject: NO trains
Date: Friday, November 7, 2014 12:45:45 PM

I attended AAF's traveling sideshow! An impressive display of sugar coated facts, comparative studies and mind cluttering statistics compiled by consulting firms with no hands on knowledge of the Treasure Coast. Having lived in this beautiful area for 40 years I feel a great sadness and impending doom with the proposed 32 passenger trains per day. Life as we know it will vanish with absolutely no benefits to the citizens and communities along the Treasure Coast. We the people have spoken, "NO" will we be heard?

Sent from my iPad

From: [FRANK BIRK](#)
To: AAF_Comments@vzb.com
Subject: no trains
Date: Monday, December 1, 2014 10:46:11 AM

I had two heart attacks and am awaiting the big one. I hope I can get to the hospital in time before the trains come rolling in. I happen to live on the wrong side of the tracks. PLEASE stop this terrible idea of high speed trains. Thank you, Frank j. Birk f_birk@bellsouth.net

From: [Dr. Michael Riordan](#)
To: AAF_Comments@vhb.com
Subject: NO! to All Aboard Florida!!!
Date: Tuesday, December 2, 2014 6:18:59 PM

Dear Sir(s),

I am writing to you to provide input regarding the proposal for multiple high speed trains traveling through my area as proposed by All Aboard Florida. I understand that input will be accepted until tomorrow, December 3, 2014.

Please be advised that I and my wife, Lucy, are adamantly opposed to the proposed high speed railway proposed by All Aboard Florida.

First and foremost, residents will be delayed due to the road closings in accessing emergency treatment and the delays will cause deaths. This proposal reminds me of the recent fiasco that occurred for the governor of New Jersey in causing delays in crossing a bridge to New York City that resulted in death. We have many old and sickly citizens who frequently need access to emergency medical care in my area. The nearest hospital (Lawnwood Regional Medical Center) requires ambulance transportation over the railway that All Aboard Florida intends to use for its project (Shorewinds Drive on North Hutchinson Island that crosses the railway en-route to U.S. 1 and the hospital).

Likewise, in the case of fires and other calamities occurring on North Hutchinson Island, emergency vehicles will be delayed in crossing the railroad tracks due to the frequent use of the rails and the blockage of emergency vehicles in support of emergency operations on the Island.

I, my wife, and all of my neighbors live on North Hutchinson Island because it is a quaint, quiet and rural beachside community. An occasional sound of a train fits in with the quaint atmosphere that we have invested in. The noise pollution of multiple high speed trains do not fit in with the atmosphere that we have invested in and cherish. In the event of high speed trains that All Aboard Florida proposes, we are sure to lose on our investments as property values are sure to decline and our style of living will be taken from us.

For those of us who work on the mainland of our county, as I and my wife have, there will be extra expenses to us in commuter time as roadway closures caused by multiple high speed trains will delay our commutes. An occasional road closure is tolerable. Multiple closures throughout the day is intolerable. In addition to lost personal and work time due to delays from road closures, there is the added expense of lost gasoline for many in idling cars while waiting for the trains to pass and the crossings to re-open.

In addition to my adamant opposition to All Aboard Florida's proposal, I and my wife also object to the use of funds supported by taxpayers' money!!!

Thank you for considering our input.

Mike and Lucy Riordan

From: [CARL](#)
To: AAF_Comments@vnb.com
Subject: No!!!!!!!
Date: Thursday, October 30, 2014 10:41:50 AM

Greetings,

I live in Stuart and am very opposed to the expansion of AAF through the Treasure Coast. Thousands of dollars have been spent to revitalize the downtowns of Stuart and Jensen Beach.

The rail system will destroy our wonderful communities, leave retail buildings empty from business fleeing, lower property values, affect public lands and create safety issues.

The traffic congestion and pollution will increase enormously. This will not bring jobs to our area.

This is not about what is good for the Martin County and Treasure Coast residents, it is only about what Orlando, Disney and Miami want.

NO to AAF!!!!

Carl Anderson-Thomas
Stuart, FL

From: [Elaine Carpenter](#)
To: AAF_Comments@vfb.com
Subject: No!
Date: Wednesday, December 3, 2014 12:01:40 PM

To Whom It May Concern:

I have been a resident of Florida since 1975, in the Palm Beach and Broward counties for the first 14 years and Indian River county since 1989. The reason I moved with my family to Vero Beach was to get away from the crime and congestion of the counties south of here.

Bringing high-speed trains through here on the way to Orlando makes no sense to me. If the object truly is to transport people via train quickly and efficiently from south Florida to Orlando, the train tracks to do so should be well west of Indian River County. The shortest distance and most direct route between two locations is a straight line, after all.

Precious historic archaeological artifacts and dig sites are likely to be compromised by this project. Other hazards include delaying emergency vehicles crossing the tracks. Fiscal irresponsibility is legendary in government organizations now - particularly in the federal government as demonstrated by our 18 trillion dollar national debt, not to mention more than 100 trillion in additional unfunded liabilities. If there truly is a need and/or a market for such a train route, the private sector would be handling it. Amtrak has never broken even, much less made a profit.

For all these reasons and many more, as a resident of Indian River County I say not only "no" but "Hell no!"

Elaine R. Carpenter

"He who knows best knows how little he knows." **Thomas Jefferson**

From: [Jim Serra](#)
To: AAF_Comments@vfb.com
Subject: NO, NO, NO TO ALL ABOARD FLORIDA
Date: Tuesday, December 2, 2014 2:57:28 PM

I will do everything in my power to fight the proposal to run 32 additional passenger trains through downtown Stuart. These trains belong on the rails located out west away from densely populated areas.

Jim Serra
Palm City, Florida

From: jimandpatfrye
To: AAF_Comments@vnb.com
Subject: No. MORE. TRAINS
Date: Thursday, November 13, 2014 9:34:32 AM

We want our small quiet town of Vero Beach.....to stay the way it is.....speeding trains totaling more then 30 a day is ludacrist

The threat of postponing first responders over 30 times a day is a definite threat to the residents of Vero Beach.

Put your high speed tracks up near highway #95. Where It Will Not Bother anyone.

Please reconsider

Concerned
Patricia Frye

Sent from my T-Mobile 4G LTE Device

From: callmemot@aol.com
To: AAF_Comments@vzb.com
Subject: NO
Date: Friday, October 31, 2014 1:43:04 PM

Rather than repeat all the valid reasons why AAF would negatively effect almost everyone in its path, I would state briefly that it would destroy the way of life in Vero Beach. There is no way you can reduce noise, safety and environmental concerns to an acceptable level. It would be more cost effective to move the track further west before people are killed or injured by the number and speed of trains slated to pass through Vero. If I were looking for a place to vacation, I would not chose somewhere where trains would be so much of an issue, due to noise, inconvenience or safety. They are a pain in the tail now and will only become that much worse.

Susan Hayes
1550 Smugglers Cove
Vero Beach, FL 32963

From: [Karen Moseley](#)
To: AAF_Comments@vfb.com
Subject: No
Date: Friday, September 26, 2014 11:22:43 AM

I live in Jupiter. We are both opposed to AAF. Too many trains, lack of real information. If AAF is so important for tourism! why are so few depots and stops in the plan. Only benefit is west palm beach to Miami. AAF is nothing but more freight trains. The tourism promo is bait and switch for all of Florida. Where is the government regulation if AAF becomes fact? If there are problems in Jupiter, whom do we call? We need names of owners of the corporation and news about their experience as operators of rail freight and human passengers. There is little or no transparency about this business entity.

Sent from my iPad

From: [Jeff Laubaugh](#)
To: AAF_Comments@vhb.com
Subject: NO-All Aboard Florida
Date: Wednesday, December 3, 2014 8:27:05 AM

I am writing to ask that the project proposal for All Aboard Florida NOT be approved.

In addition to the gross waste of taxpayer dollars to fund a private business venture, All Aboard Florida will cause a disparate impact to the public right of navigation.

I live beyond the proposed New River train bridge crossing and the additional proposed closures of the bridge will essentially render my property (along with thousands of others') land locked. The train bridge as currently constructed effectively closes a major commercial and recreational waterway when it is in use.

The damage that All Aboard Florida, a private business, will do to the commercial and recreational boating industry is unjust and not in the public interest.

Jeffery and Jennifer Laubaugh
5330 SW 21 CT
Plantation FL 33317

From: [Bruce Sher](#)
To: AAF_Comments@vhb.com
Subject: Noise from trains - Burns Rd. crossing
Date: Monday, December 1, 2014 12:15:56 PM
Attachments: [SigLogo2013.png](#)

I live in Harbour Isles. Exactly 1.2 miles east from the above crossing. I can tell you that when trains come through in the morning, not only do they wake up my household but disturb the Great Blue Herons that sometimes roost and hunt behind my house.

In my observations, additional trains like All Aboard Florida proposes will have profoundly negative impacts on both the human and animal(especially bird) inhabitants of this area.

Sincerely,

--

Bruce Sher
President,

The logo for InnoMed Technologies, featuring the word "InnoMed" in a green sans-serif font with a stylized circular graphic element, and the word "TECHNOLOGIES" in a smaller, green, all-caps sans-serif font below it.

www.innomedinc.com 800.200.9842 | Fax: 877.868.8406

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From: JudymcIlvaine@aol.com
To: AAF_Comments@vhb.com
Subject: noise
Date: Saturday, September 20, 2014 7:32:58 AM

We live on an Island 3 miles from rail tracks in Jensen beach and because water carry's sound so well we hear the train noise even at 5 AM. More trains in city limits is not a good idea. Do it right, like Europe high speed trains.

Judy McIlvaine
844 nettles blvd
Jensen beach , fl 34957

From: [Patricia Bolander](#)
To: AAF_Comments@vnb.com
Cc: [Patricia Bolander](#)
Subject: Non Support of All Aboard Florida
Date: Monday, December 1, 2014 9:06:18 AM

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE W38-311

I live in Stuart, Florida. After reviewing the "Public Health and Safety" section of the EIS, I do not feel it adequately addresses some very important negative aspects of the proposed All Aboard Florida project.

The anticipated 52 trains a day will block our Treasure Coast's 78 Railroad crossings, greatly adding to traffic congestion, delaying emergency vehicles, and hurricane and power plant evacuations, if needed. The tracks currently divide Vero Beach, Fort Pierce, Port St. Lucie, Stuart, Port Salerno, Hobe Sound and Jupiter. Adding more train traffic will totally decimate these smaller towns, as we now know them. For all the people who live here, it would be hard to deal with the noise pollution, decrease in ability to get to some business, schools. Plus, our hospital is on the "other side of the tracks" - which could have many horrible consequences. Many schools and businesses would have delays, which is unfair to do to so many communities. Timeliness getting anywhere on time, would become a daily issue.

In my community, the Stuart railroad bridge, built in 1894 and 1925, may not be mechanically or structurally able to go up and down over 50 times a day.

The bridge over the St. Lucie River going up and down over 50 times a day would also negatively affect our marine industry, which is one of the main sources of income for many of our residents - directly and indirectly. Tourism and all the related businesses, boating, and fishing are all important to us, ABF, would have a definite negative impact on our towns.

As a taxpayer, I would not want to support any government loan for this project. It is a very greedy undertaking that will only have a negative impact on all of us who call the Treasure Coast our home.

The All Aboard Florida project has no business even being considered in such a highly populated area, if anything, it should run closer to I-95 or the Turnpike, where it would create less noise pollution by not going through the middle of cities all along the coast, safety issues at crossings - due to increased pedestrian and vehicle traffic through towns and cities, and the negative impact on livelihoods of the people who live here.

Pat Bolander

--

Pat Bolander

From: [Alvin Patrick Kelly Sherman](#)
To: AAF_Comments@vhb.com
Subject: North Hutchinson Island, Ft Pierce, FL 34949
Date: Tuesday, October 28, 2014 1:30:33 PM

Here are problems for St Lucie County:

- North Causeway drawbridge
- North Causeway boat ramp
- Stan Blum boat ramp
- Ft Pierce Inlet State park
- Pepper Park
- Avalon State Park
- Round Island Park
- Seals Museum
- Winter Visitors

What AAF will effectively do is seal off traffic to and from North Hutchinson Island

- Shopping will go to Vero Beach
- Services will go to Vero Beach

Fort Pierce will be a have to location, any time a choice is made.

- Tourists will not travel through the North Causeway Bridge to go to the parks or Seal Museum
- The boat ramps will go unused

What traffic remaining will be huge backups and delays due to bridge openings combined with an additional 32 trains per day

- This will significantly diminish property values
- The rental properties will be vacated on A1A by people who commute to Fort Pierce/St Lucie County
- Commercial development of the proposed hotel and restaurant(s) will stop
- The Condo/commercial development at 2900-3000 N Hwy A1A will never happen

In short, little positive impact and a major disruption for the taxpayers and residents of St Lucie County.

Glynis Sherman
133 Commonwealth court
Fort pierce, FL 34949-8306
772-468-4304

From: jerryohio@comcast.net
To: AAF_Comments@vnb.com
Subject: NOT ALL ABOARD
Date: Sunday, October 26, 2014 9:58:11 PM

Down Town Stuart today is the result of the Stuart Main Street revitalization program. Stuart has an active downtown with shoppers, diners for breakfast, lunch and dinner and going to the Lyric theater. More trains would mean waiting & waiting to get across the tracks.

Could take the fun out of spending money. We also need to care about the environment and keep ALL ABOARD FL out of downtown Stuart.

Mary J. Felton, 1064 NW Spruce Ridge Drive, Stuart, FL 34994

From: [Lynette Coleman](#)
To: AAF_Comments@vnb.com
Subject: Not "All Aboard" from the Land
Date: Tuesday, December 2, 2014 4:30:57 PM

Mr. Winkle:

I just want to bring to your attention that the issue with the "All Aboard" train is going to bring far more than the already unprecedented trouble it is going to cause with the Marine Industry in south Florida by using the FEC tracks, it stands to cripple the inner City traffic which in the Tri-County area of Dade, Broward, and Palm Beach Counties has sky rocketed. I have been in this area for 60 years and in the last 2-3 years I have never seen such gridlock around our cities.

The Flagler RR was the only lifeline to South Florida and townships grew up around it. To add more back-ups for commuters is unimaginable. This will cause other industries to falter with these delays this track is now the primary Supply Track, then we have the Tri Rail Commuter tracks to the west and Amtrak further up the State.

Our next main industry is tourism to our beach communities and the hotels, with people who come here to get away from the Big Industrial cities. The idea of coming down to the tropics only to be navigating in the nearby traffic jams and the noise of trains will be harmful for this eastern treasure coast of Florida and we may lose tourism to the quiet west coast of Florida.

Condominiums and apartments are being built in the core of downtown, there will be more industrial sounds of constant trains and Train horns disturbing these Tropical Beach residential and vacation areas near the beach communities.

The use of the FEC railroad for this private interest group that stands to do MORE DAMAGE than any good, is traitorous to its residents and most importantly the economy for both LAND AND SEA.

Dear Sir, **and more importantly** I urge you to take another look from a National Security Standpoint as the Sensitivity of this particular FEC rail.

Why do they want this rail when there were other commuter rail possibilities? We have enemies among us who have vowed to destroy us from within.

You know that the railroads are a target. Our economy is our lifeblood. To monopolize or have access to that rail to choke off the lifeblood of our economies up and down that rail along with its supplies should be raise a Severe Alert. Your rail is of National Security concern.

The master mind of this private entity has no allegiance to the citizens of the towns in his way. Who knows who this person is and his organization? Also, to say that he did not care if he hurt the New River waterway marine traffic, then kick sand in their face, by saying, "Well they can just move their business up to Jupiter". This action is not of eminent domain, and is NOT FOR THE GREATER CAUSE OF THE PEOPLE, quite the opposite. It is a private interest.

These are just some of the obvious concerns. PLEASE SLOW DOWN AND TAKE A BETTER LOOK AT THIS. Also, please know that I Love trains.

Sincerely, Lynette Coleman
Fort Lauderdale, Florida

From: johnbelwood@comcast.net
To: AAF_Comments@vfb.com
Subject: NOT AAF!
Date: Wednesday, December 3, 2014 6:18:03 PM

AAF should NOT be instituted within this state. The data being used is seriously flawed. This is supposed to be to move passengers from Orlando to Miami but there are other options which are cheaper and time efficient. The quality of life on the Treasure coast will be greatly affected in a most negative manner without any positives to offset these negatives. To date railroad travel within the US is not supported by the general population.

As a taxpayer I am opposed to my monies being spent on this horrible idea.

I don't even believe that moving this out west so that it does not affect our towns is a good idea. I am not sure how this ever got this far but it's time to STOP!

Jan Belwood
Palm City

From: [Janice Minshe](#)
To: AAF_Comments@vnb.com
Subject: NOT AAF
Date: Tuesday, December 2, 2014 10:27:55 AM

Dear Business associate,

I have lived in Stuart for 30 years and am now retired. I chose this area for its unique location between two waterways. This is a small town, isolated from the hustle of the south counties. Ramming several trains through the heart of the town would destroy the heart and timber of our community. I don't think anyone should have the right to do that.

I understand progress and the need for commerce. A wise decision that I support would be to move the operation to the west of town, leaving room for growth and creating new opportunities in that location.

Sincerely,
Janice Minshe

Sent from my iPad

From: jelene.dressler
To: AAF_Comments@vfb.com
Subject: NOT AAF
Date: Monday, November 10, 2014 6:21:48 AM

I am firmly against All Aboard Florida. It serves the Treasure Coast residents with absolutely nothing except getting in the way of our tranquil life.

It will interrupt our marine traffic with a minimum of 32 bridge openings and closings per day. Our premiere hospital is located on the east side of the tracks therefore holding-up our emergency traffic when the train crossings are down. The traffic congestion this will cause to our beautiful downtown Stuart will ruin, absolutely destroy the quiet, quaint atmosphere that we've grown to love and adore about our little town here in Martin County. And maintaining what would be new railroad crossings via OUR local tax dollars, NO.

All Aboard Florida's public meetings were a joke. Why were they set-up so that the public could not openly question these executives? This is NOT the American way. Our country is increasingly becoming "we, the government" and less "WE THE PEOPLE."

I wholeheartedly and unequivocally OPPOSE All Aboard Florida. This is NOT meant to be a passenger service, it's main purpose is to move the big cargo containers that will be arriving from Panama, we, in Martin County see this for what it really is. Make no mistake, we ARE aware. We do NOT want this train running through our county, it will ruin our way of life forever.

My family and I say NO to All Aboard Florida, this will affect too many people and too many lives to be allowed to go ahead.

Jelene D. Dressler
Palm City, FL

From: [Naposal](#)
To: AAF_Comments@vnb.com
Subject: Not aboard Florida !
Date: Saturday, September 27, 2014 10:37:17 AM

As winter residents of Vero Beach and, in particular, of Vista Royale we are very concerned about the rail project that will run thru our beautiful community. I don 't have to go into detail about the noise, pollution and general safety concerns we all have. You have heard them all before. We cannot imagine that there is a need for so much rail traffic EVERY DAY. Here in the Northeast we have trains between Boson, NY and Washington, D.C. that run everyday and a seldom full to capacity. Why would Florida need 32 trains a day between Miami and Orlando??

There is more going on here than we (the taxpayers) have been told. Please reconsider and do not let this scheme ruin our communities along its route.

Sincerely, Sal and Margaret Napolitano

Sent from my iPad

From: [Marilyn Suarez](#)
To: john.winkle@dot.gov; Anthony.Foxx@dot.gov; cc: Andrew.W.Phillips@usace.army.mil; David.Keys@noaa.gov; Evelyn.Smart@uscg.mil; Allan.Nagy@faa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov; Gavin.Jamesg@epa.gov; Mueller.Heinz@epa.gov; John.Wrublik@fws.gov; Charles.Kelso@fws.gov; CongressmanPatrick.Murphy@mail.house.gov; BillNelson@senate.gov; Rick.Scott@eog.myflorida.com; Negron.Joe.web@flsenate.gov; GHarrell@GayleHarrell.com; MarylLynn.Magar@myfloridahouse.gov
Subject: NOT aboard for the high speed train.
Date: Wednesday, December 3, 2014 8:09:13 AM

I wish to share this message with all of you. Please do not destroy our beautiful Treasure Coast and our way of life. Marilyn Suarez

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue SE
Room W38-311
Washington, DC 20590

Re: All Aboard Florida Draft Environmental Impact Statement and Section 4(f) Evaluation

Dear Mr. Winkle:

The Guardians of Martin County, Inc., a 501(c)(3) organization which has promoted a safe and healthy environment and the unique quality of life for Martin County residents for more than a decade, objects to the All Aboard Florida (AAF) high speed rail project as currently proposed and configured and submits comments with respect to the following categories evaluated in the Draft Environmental Impact Statement (DEIS): Communities and Demographics (Social and Economic Community Impacts), Economic Conditions, Environmental Justice, Navigation, Public Health & Safety, Threatened and Endangered Species, Wetlands and Water Resources.

Introduction

Martin County is located within the North-South Corridor (N-S Corridor) identified on Page 4-1 of the DEIS. The County is located approximately 40 miles north of West Palm Beach and has an estimated population of 151,263 based on 2013 U.S. Census Bureau projections.

Since there are no station stops planned between West Palm Beach and Orlando, Martin County residents will gain no benefits from 32 new trains a day traveling at high speed through our community (along with an additional 12 to 14 freight trains). AAF will cause economic harm and create safety, environmental, noise, and navigation hazards that Martin County residents do not currently face.

The stated purpose of the Environmental Impact Statement is to “disclose the environmental consequences” of the proposed AAF project “and to inform decision-makers and the public of any reasonable alternatives that would avoid or minimize adverse impacts to the natural or human environment.” The Draft EIS that was drafted by consultants who were paid by AAF fails to serve this purpose. It contains inadequate, incomplete, and inaccurate information that must be supplemented and corrected before decision-makers and the public may fully evaluate the impacts of the proposed AAF project.

Communities and Demographics (Social and Economic Community Impacts)

AAF will have serious negative social and economic community impacts within Martin County.

Incredibly, the DEIS completely omits Martin County and two incorporated municipalities which are crossed by the project in its discussion of Communities and Demographics. (DEIS 4-103 through 4-105).

The City of Stuart, which is the County's largest incorporated municipality (pop. est. 15,975) and is the County Seat for Martin County, is not mentioned in the DEIS report of impacts of the project on municipalities, although there are 10 at grade crossings in the city. The Town of Ocean Breeze, also an incorporated municipality within Martin County (pop. est. 463) which, like the City of Stuart, is literally bisected by the project, has also been omitted.

Many of the City's cultural resources, including the historic Lyric Theater, which is listed on the National Register of Historic Places, and the Stuart Heritage Museum are within 100 feet of the FECR tracks.

Comments submitted by the City of Stuart and Martin County address these issues in detail.

The Guardians of Martin County question the viability of the DEIS evaluation of Communities and Demographics affected by the AAF project when the largest incorporated municipality in the County and, in fact, all of Martin County is glaringly absent from the examination of these issues. The omission of Martin County, the City of Stuart, and the Town of Ocean Breeze from the DEIS evaluation of Communities and Demographics raises serious concerns about the thoroughness and veracity of the entire proposed EIS.

Another glaringly false and absurd statement with respect to the impact of the project on communities is the assurance in the DEIS that AAF "would benefit elderly and handicapped individuals by providing a transportation option that will enhance mobility and livability in their communities." (DEIS 5-135)

Martin County has the highest percentage of elderly residents (28.9%) of any community within the N-S Corridor. Without any stops in Martin County, there is not a single "transportation option" provided by AAF to elderly and handicapped individuals. AAF not only fails to "enhance mobility and livability" in Martin County communities for elderly and handicapped residents, the project promises severe disruption to communities in which the elderly and handicapped reside and poses potential life-threatening risks.

Economic Conditions

Because the AAF project literally divides Martin County into two sections – that section east of the FECR tracks and that section west of the tracks – the project creates a severe threat to the economic survival of small businesses that rely on customers to cross the tracks for access.

Numerous small shops, restaurants, plants, groceries, and other business outlets are located adjacent to or near the FECR tracks. Fast and safe access across the tracks is not assured by the project, threatening the customer base of many of these small businesses, especially in the unincorporated areas of Port Salerno, Hobe Sound, Golden Gate and Jensen Beach and the incorporated municipality of Stuart, which encompasses the minority community of East Stuart.

Martin County has five “community redevelopment areas” (CRAs) which will be impacted by the project. None of the CRAs are identified or discussed in the DEIS. The Jensen Beach, Rio, Golden Gate, Port Salerno and Hobe Sound CRAs all are adjacent to or bisected by the FECR tracks. CRAs are statutorily created areas designed to eliminate blight, provide affordable housing, and generate economic development and stability within the communities where they are established. The DEIS fails to consider the project’s negative impacts to Martin County’s CRAs, such as the effect of lower property values caused by AAF on the Tax Increment Financing methodology that is used to finance and maintain CRA operations.

The economic benefits of the project touted by the DEIS are limited to temporary construction work in creating new infrastructure in Martin County.

The DEIS analysis that no job loss or neighborhood fragmentation will result from the project (DEIS S-17) is not borne out by the experience of small business owners and residents in the project area, especially those adjacent to or in close proximity to the FECR tracks.

Severe economic damage to existing small businesses will be long-lasting or permanent. It is likely some will not survive the onslaught of increased train traffic that will block access to their businesses and create hazardous conditions for their customers trying to cross the tracks.

Environmental Justice

The DEIS fails to identify, quantify, or describe minority and low-income populations in Martin County that are disproportionately impacted by the negative impacts of the AAF project.

The County’s minority and low-income populations are, as in many other communities, situated closest to the project and are frequently bisected by the FECR tracks.

The East Stuart community within the City of Stuart is historically African-American. East Stuart hosts two at grade crossings – at Florida Street and A1A (Dixie Highway) and at Decker and A1A. The tracks separate a densely populated residential area from the commercial area, and it is common for residents – especially children – to walk or ride their bikes across the tracks several times a day. One of the most beloved and utilized organizations within the East Stuart community, the Gertrude Walden Child Care Center, which provides services for low-income and minority parents and children, is located in the immediate vicinity of the project.

Similar situations exist in the Port Salerno, Hobe Sound and Golden Gate, where public schools, athletic fields, parks and youth centers such as the Boys and Girls’ Club are located in close proximity to the project. These communities have a high level of minority residents and businesses who are disproportionately impacted by the project, which does not directly impact the more affluent communities within the County which are not located as near the FECR tracks.

Among the negative effects of AAF on communities with higher percentages of low-income, minority, and elderly residents is the certainty that delay will be encountered by emergency vehicles crossing the FECR tracks to access emergency medical care.

Martin Memorial Medical Center, the largest medical care provider in Martin County (and also one of the largest employers in the County), has submitted comments objecting to the

project noting that emergency responders throughout Martin County already “face a unique burden from existing freight traffic” on the “rail line [which] slices through the center of” the community.

Where the elderly and the very young live and congregate near the FECR tracks, the emergency access burden is of special concern and likely to result in tragic consequences. As the CEO of Martin Memorial Medical Center noted, even if delays caused by increased train traffic at crossings throughout the community are brief, “seconds can truly mean the difference between life and death.”

In low-income and minority communities, foot and bicycle traffic across the railroad tracks is common and presents additional disproportionate dangers to these residents.

Property values in lower-income areas are already depressed and will be further depressed by the proximity of the project. Noise and vibration from increased train traffic will disproportionately impact low-income and minority communities located closest to the FECR tracks.

Navigation

Numerous comments have been submitted regarding the serious negative impacts to navigation caused by the project and the failure of the DEIS to adequately and accurately address these concerns. The Guardians of Martin County, Inc., joins the marine industry, local governments, and boaters throughout the County in objecting to the project as it relates to navigation.

The information contained in the DEIS is indisputably inaccurate with respect to the number of vessels which pass through the St. Lucie River bridge. Comments submitted by Martin County include accurate counts of vessels passing through the bridge during the week and on weekends, reflecting more than twice as many vessels as the DEIS estimates.

Delays in allowing marine traffic to navigate through the St. Lucie River bridge opening will affect boater safety as well as property values for waterfront properties that lie to the west of the bridge. Commercial marinas and docks that require boaters to navigate through the bridge with longer and more frequent closures also will be severely impacted by the project.

Public Health & Safety

The DEIS fails to acknowledge that Fire Rescue and evacuation routes will be hampered by the project throughout Martin County.

Even in more affluent communities such as Jupiter Island and Sewall’s Point, there will be increased delays in the ability of emergency responders to reach the medical center located across the FECR tracks. Both the City of Stuart and Martin County, which contracts with other municipalities to provide fire rescue services, project serious increases in emergency response times due to increased train traffic and crossing closures.

Delays of as much as an additional 45 minutes are projected for evacuation in the event of an emergency at the St. Lucie Nuclear Power Plant on Hutchinson Island just north of Martin County. All evacuation routes are crossed by FECR tracks. In the event of other emergencies or weather events that require evacuation, increased train traffic will generate still more

delays.

Pedestrian crossings which are frequently used throughout the County, especially in low-income and minority areas, will be even more dangerous with not only a higher number of trains on the tracks each day but increased speed of approaching trains. Pedestrians used to gauging the time available to cross the tracks based on the slower speed of freight trains will face significantly less crossing time with high-speed passenger trains approaching.

Threatened and Endangered Species

The DEIS discounts any impacts to threatened and endangered species and inaccurately states that no such species will be affected by the project.

The project passes through Jonathan Dickinson State Park (JDSP) in Martin County, which is the site of a number of resources which are not even mentioned in the DEIS. The Florida Division of Recreation and Parks (DRP) has submitted comments identifying species which will likely be impacted, such as perforated reindeer lichen (*Cladonia perforata*) located within the right-of-way and Curtiss' milkweed (*Asclepias curtissi*).

The Division notes that the federally protected eastern indigo snake has habitat within the N-S Corridor that will be impacted, as well as the Florida scrub jay, gopher tortoise, gopher frog, and Florida mouse. The gopher frog is especially likely to cross back and forth across the tracks in the park to travel between scrub habitat and wetlands breeding grounds.

Expansion of the tracks through JDSP will impact Florida scrub jay habitat as well as gopher tortoise on site.

More frequent closings of the rail crossing within JDSP will have severe negative impacts since the park has only one public access road. Emergency vehicles, campers, and day visitors could be trapped in the western part of the park during closures.

The DPR has submitted extensive and detailed comments addressing these issues.

Wetlands and Water Resources

As with other environmental impacts, the DEIS minimizes damage to wetlands and water resources resulting from the proposed project.

Comments submitted by Martin County detail serious concerns, including potential impacts to the Northwest Fork of the Loxahatchee River, which is federally designated as a Wild and Scenic River. The DEIS brushes off such concerns, suggesting that the lack of proximity to the FECR tracks eliminates or minimizes them. The entire Loxahatchee River watershed is a significant ecological complex, however, that provides unique habitat for endangered, threatened and migratory birds that travel throughout the area, including within the right-of-way.

Overall impacts to wetlands throughout the project area have not been quantified or addressed by the DEIS, which discusses mitigation of these impacts without acknowledging Martin County's special protections for all wetlands. Insufficient data is provided for an accurate evaluation of the project's wetlands impacts.

Impacts to water resources are being considered by the U.S. Army Corps of Engineers;

however, the Corps has yet to schedule public hearings which have been requested by the Guardians of Martin County, Inc., as well as Martin County and other governmental agencies.

It is inevitable that impacts to manatee, protected seagrasses, and other marine life will be severe as a result of increased train traffic resulting in increased bridge closures producing more vessels queuing up to navigate through the bridge.

Conclusion

The DEIS failed to objectively and fairly evaluate the CSX Route Alternative (DEIS Figure 3.2-1), which would avoid most if not all of the negative impacts to Martin County residents and communities. The AAF-paid consultants simply rejected the CSX Route Alternative out-of-hand, citing speculative issues such as “the risk that CSX would not be willing to enter into” a shared use agreement for existing infrastructure and unsupported conclusions such as the CSX Route Alternative poses “the highest potential adverse direct and indirect impacts to wetlands and protected species.” (DEIS 3-7)

The Guardians of Martin County, Inc., strongly opposes the AAF project as proposed. The DEIS is replete with inaccurate, out-dated, speculative, and subjective material that appears to have been deliberately skewed by the drafters to support an unsustainable, critically flawed project.

The Guardians advocates consistency with the Martin County Comprehensive Growth Management Plan in all development throughout the County. The DEIS inaccurately states that the Plan was prepared by the Martin County “Division of Community Planning.” (DEIS 4-4) There is no such agency within Martin County government. The Plan was prepared by the Martin County Growth Management Department.

Please insist that the final EIS be delayed until supplemental and accurate information is provided that truly reflects the AAF project’s impacts on the population and communities along the projected route.

Sincerely,

Marilyn Suarez

291 SE Wallace Terrace

Port St. Lucie, FL 34983

From: surflaneguy@comcast.net
To: AAF_Comments@vfb.com
Cc: [Kluckas, Barbara](#)
Subject: Not Aboard with All Aboard
Date: Friday, November 28, 2014 3:56:06 PM

Dear Mr. Winkle:

Please add this e-mail to your stack of correspondence from Florida citizens opposed to All Aboard Florida's plan to severely increase passenger and freight rail traffic through the three Treasure Coast counties - Martin, St. Lucie, and Indian River - and beyond.

The environmental impact statement, drafted on AAF's behalf, failed to responsibly address negative environmental, social, and financial impacts to be visited upon a large swath of urban and suburban communities and sensitive open land areas.

I'm sure the pile of negative correspondence on your desk far exceeds any favorable, unbiased commentary. Please add our comments to the Not Aboard stack and reach your conclusions taking all this into account.

Sincerely,

William F. and Barbara A. Kluckas
909 Surf Lane
Vero Beach, Florida 32963

From: [Nancy Freiheit](#)
To: AAF_Comments@vfb.com
Subject: Not all aboard - in Vero Beach, Florida
Date: Sunday, November 30, 2014 1:07:47 PM

Dear Mr. Winkle,

The idea of increasing freight traffic and also adding 32 passenger trains a day through our lovely community is appalling. The government should do absolutely nothing to encourage this and should instead spend whatever is needed to move the traffic to the West. Using the land that is largely already owned by the FL Turnpike makes more sense than tearing up seaside communities. There may be better routes including increased use of the CSX railway in the middle of the state.

If the current FEC railroad bed that goes through Cocoa, Vero Beach, Ft. Pierce and other communities was abandoned and turned into a linear greenway it would be worth the cost...and a good place to spend money that has been set aside in Florida for conservation.

Please don't take for granted that the environmental impact statement that was paid for by the railroad is accurate! Please do what is best for Florida and not simply for those with deep pockets.

Please follow the golden rule..."Do unto others as you would have them do unto you." Would you really want a railroad with 32 trains, plus freight going by your home?

Sincerely,
Nancy Freiheit
1796 Seagrove Drive
Vero Beach, FL 32963

From: [Joe Davis](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard - strongly opposed
Date: Wednesday, December 3, 2014 9:32:41 AM

Dear Mr. John Winkle,

Please consider the following issues to environmental impact of adding 32 addition trains traveling through Jupiter / Tequesta area and over the Loxahatchee R/R bridge. It is insane to think that Jupiter will bear the environmental pollution and aggravation from a train service that does nothing positive for our community.

Negative Issues for Jupiter / Tequesta area:

- There is a 90 degree turn in the tracks at my location these trains have to slow down to negotiate this turn, this creates addition time that cars and boats are idling (air pollution) waiting for the tracks to clear.
- Noise pollution, people are drawn to the Jupiter area for its nature beauty and peaceful surroundings, 32 additional noisy trains totally destroys the environmental harmony of this beautiful area.
- Nesting birds on the mangrove islands close to the tracks will be impacted
- The natural environment in Johnathon Dickenson state park will be impacted
- This will put additional stress on the manatees in the river and the intercoastal
- With addition wait time and closures boaters will be choked off from ingress and egress, this will create boater rage and frustration when the tracks clear they will not obey the idle zone rules. This will endanger people and the environment.

There is no reason All Aboard cannot use the tracks west of town which lessens the impact on people and the environment.

Thank you,
Joe Davis
18723 Rio Vista Dr.
Tequesta, FL 33469

From: [Sally Newcomm](#)
To: [AAF_Comments@vfb.com](#); [John.Winkle@dot.gov](#); [Andrew.W.Phillips@usace.army.mil](#); [David.Keys@noaa.gov](#); [Evelyn.Smart@uscg.mil](#); [Allan.Nagy@faa.gov](#); [James.Christian@dot.gov](#); [Benito.Cunill@dot.gov](#); [Gavin.Jamesg@epa.gov](#); [Mueller.Heinz@epa.gov](#); [John_Wrublik@fws.gov](#); [Charles_Kelso@fws.gov](#); [CongressmanPatrick.Murphy@mail.house.gov](#); [Bill@BillNelson.senate.gov](#); [Rick.Scott@eog.myflorida.com](#); [Negron.Joe.web@flsenate.gov](#); [GHarrell@GayleHarrell.com](#); [MaryLynn.Magar@myfloridahouse.gov](#)
Subject: Not All Aboard FI
Date: Tuesday, December 2, 2014 7:50:17 AM

Please deny funding and permits for this project.
It will be devastating for Stuart and Martin County!
The project proclaims it is for passenger trains .
In reality it's real objective is for cargo from the expanded ports in Panama!
Have you been to see where they want to run these trains? The city of Stuart will be impacted negatively in every way. The congestion, the noise, the boat traffic on the St Lucie, emergency response traffic, fire, Police, emergency. The businesses,restaurants,and traffic close to the tracks. This is an area for pedestrians not trains running 32 times aday.
They need to take this project to the west and minimize these hazards.

Thank you for protecting this area,

Mrs. Sally Newcomm
3212 SE Putnam Ct
Stuart Fl 34997

From: [onlypalm](#)
To: AAF_Comments@vfb.com
Subject: Not all aboard FI
Date: Friday, September 19, 2014 6:45:39 PM

I LIVE IN Sebastian, I am totally against your plans to run this train up the coast. ABOVE WEST PALM IT Needs to go west and up thru the middle of the state. DON'T use my tax dollars to fund your greed

Deb kowalsky
Sebastian fl

Sent from Samsung tablet

From: [Gary Hilko](#)
To: AAF_Comments@vfb.com
Subject: Not All Aboard Fla
Date: Monday, November 3, 2014 4:51:47 PM

We don't want that many trains, too much noise vibration and gate closing. Not to mention Fla leads the nation in train accidents. We the people don't want to get stuck with the bill for something we could have got free with Feds money. WE ARE NOT ON BOARD, Gary & Nancy Hilko, Vero Beach, Fla. 32859

From: marlenerstone@comcast.net
To: AAF_Comments@vfb.com
Subject: Not All Aboard Florida - 12.1.14
Date: Monday, December 1, 2014 1:59:14 PM

Dear Mr. Winkle:

Thank you for allowing me to voice my concerns regarding increasing high speed rail traffic in Florida and in Martin County area in particular.

I am going to cut to the chase and tell you I am NOT in favor of All Aboard Florida's plan to provide high speed passenger rail service. I am seriously concerned about the environmental issues, especially the vibrations that will occur. Already many of us near the tracks have experienced cracks and fissures in our slabs and exterior stucco surfaces due to the current train traffic. Increasing the velocity and number of trains transiting the area will speed up and augment the deterioration and destruction of structures...both those above and below ground.

Just this summer with increased rains in the area there has been a greater frequency of sink hole formation causing thousands of dollars worth of damage resulting in broken water & sewer pipes, road cave-ins, etc. Vibrations, like sands through an hour glass, cause damage one grain at a time until critical mass and momentum kick in. Natural forces we all must contend with; however, un-natural, manmade damage that can be avoided, should be avoided - especially those with so little benefit to the people most likely to be negatively affected.

I ask that the FRA re-consider this flawed EIS.

Thank you,
Marlene Stone
Hobe Sound, FL 33455

From: maggiecoldwellbanker@gmail.com on behalf of [Maggie Your Friend In Real Estate](#)
To: AAF_Comments@vhb.com
Subject: NOT All Aboard Florida from Micco FL
Date: Monday, December 1, 2014 12:12:55 PM

I live in Rivergrove II which is steps away from the train tracks. My house shakes as it's a mobile home and I pray this does not go through because I can't imagine what these extra heavy, fast trains will do. I have invested too much money in my home to have it unlivable which will be what happens. Not only that but the fear of delay from EMTs and other emergency vehicles will be horrible.

Visualize This: A True High-Speed Train System built along either the I-95 or Florida Turnpike Transportation Corridors West of our Coastal Cities and Towns. The Florida East Coast Railway Tracks have been replaced with a Landscaped Linear State Park Greenway with Bicycle and Walking Paths that are highly utilized by our citizens and enhances the quality of life rather than destroying it.

You may recall that a True Florida High-Speed Rail Project with speeds of up to 186 mph was proposed with initial service between Tampa and Orlando and with plans to extend the service south to Miami along the existing I-95 and Florida Turnpike Corridors that already have traffic overpasses and noise abatement walls along the populated areas and which would allow the trains to attain much higher speeds. There would be no issues with the trains bisecting the towns and stopping Automobile, Public Safety Vehicles, Marine Traffic and Pedestrians along the way 32 times (or more) each day.

Governor Rick Scott, during his second month on the job in 2011 rejected a whopping \$2.4 Billion Dollars in Federal Money to help build this Proposed High Speed Rail Line from Tampa to Orlando and Orlando to Miami. Why?

Now Privately Owned Florida East Coast Railway is trying to force a Second Class Not-So-High-Speed System on us using a century old rail right of way that has long outlived its usefulness. This Route through the Treasure Coast bisecting our cities and towns will significantly damage the Quality of Life, Health and Safety of our Citizens and the Economies of the Region.

One of the major incentives for FECR to upgrade the tracks is to allow more Freight Trains through our region as a result of the Port of Miami Improvements which will allow Huge International Container ships to unload there and the containers to be transported via rail with more potential for derailment disasters along the way.

Scott has now pledged \$215 Million in Florida State funds to build a massive Orlando Transit Hub with an additional \$467 Million from the Greater Orlando Aviation Authority totaling \$682 Million to serve the Privately Owned All Aboard Florida. This helps only Miami, Ft. Lauderdale, Palm Beach and Orlando and does nothing for the Treasure and Space Coasts as both passenger and freight trains loudly rumble through our cities and towns and across our waterways at least 32 times per day.

I suggest the following: Offer Florida East Coast Railway / All Aboard Florida an easement along the Florida Turnpike or I-95 to build new tracks in exchange for vacating and abandoning the existing tracks through the centers of our cities and towns and deed the land and right of way to the State to be used as Linear Park. The State, in cooperation with the Cities and Towns along the route can then remove the

tracks and install bicycle and walking paths with Florida Landscaping along the Greenbelt.

Two Much Better Route Options:

- The Turnpike Route is more direct and would significantly cut the travel time - Downtown Miami to Orlando International Airport is approximately 230 Miles.
- The I-95 to SR-528 Route is approximately 273 miles but runs closer to 4 International Airports along the way: Miami, Ft Lauderdale-Hollywood, Palm Beach and Melbourne. Shuttles from the airports delivering people to a True High Speed Train Terminal would greatly increase the number of passengers utilizing the trains and boost the Florida economy.

Looks like a Win-Win solution to me. Thank you for taking the time to read my email and hopefully you seriously consider alternatives. We just don't want or need this high speed train barreling through our backyard!

Maggie Langon-Antiposti, Realtor®

Have a beautiful ☺)



Day!

Coldwell Banker Paradise

232 5th Ave

Indialantic, FL 32903

"Sell" Phone: 772-321-0321

Fax: 888-845-1484 (Toll Free)

Email: Maggie.langon@coldwellbanker.com

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DISCLOSURE: Margaret Langon-Antiposti is a licensed real estate agent (SL3097632) and Realtor® in Florida.

From: [WAYNE WILLE](#)
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida Public Hearings
Date: Monday, October 27, 2014 3:43:38 PM

I am a long time resident of the Jupiter / Tequesta area. We currently experience daily traffic delays for the 100-150 car freight trains slowly passing through. We have 8 gated RR crossings over what we call our Major East-West roads within the Jupiter / Tequesta Cities as well as one ancient vertical lift Railroad Bridge over the Loxahatchee River for boat traffic.

Do the math. 8 x 32 All Aboard Trains per day = 256 ADDITIONAL RR Crossing closings and related traffic snarls PER DAY in our small towns. Relate that same formula to the Miami - Orlando planned All Aboard Route. A conservative estimate of 300 Gated RR crossings x 32 All Aboard Trains per day = 9,600. ADDITIONAL RR Crossing Closings PER DAY.

All Aboard Florida will permanently damage all small communities along its route and certainly will not promote tourism as claimed. Please put a stop to this use of Political Power given to the Railroads a Century ago.

70+ MPH Trains should be safely elevated like they are at Disney where All Aboard Florida is supposedly transporting millions of the mystical tourists they dreamed up to support the cost of this mobile white elephant called All Aboard Florida.

Sincerely,
Wayne Wille

From: [Rich Ferrie](#)
To: AAF_Comments@vfb.com
Subject: NOT ALL ABOARD FLORIDA!
Date: Wednesday, December 3, 2014 12:42:43 PM

In my opinion, the entire "All Aboard Florida" project is a sneaky, selfish scheme designed to deceive everyone into thinking that they are getting a great deal.

It is all a fabricated lie in order to hide their true intent. There are no successful, unsubsidized passenger rail services in the country - NONE. But, if you convince someone to give you a guaranteed government loan, you can build a lot of tracks on OUR dollars. Later on, when the passenger service fails, All Aboard Florida, who is owned by Florida East Coast Rail, will then use these now available and now unused tracks for the purpose of hauling at least double the freight that will come from Miami. Remember the Panama Canal will double a triple the sizes of the ships passing through. Much of this new freight will be funneled through Miami and has to be sent elsewhere via rail.

All aboard Florida offers us nothing but heartache. Our safety will be jeopardized by under protected crossings and by the greatly delayed response time of emergency vehicles. Imagine that you live on the other side of the tracks from the hospital and that you are having a heart attack and you call 911. Then you hear a train whistle and the ambulance takes an additional 5 or 10 minutes to arrive. The paramedics treat you and then load you into the ambulance. As the ambulance nears the tracks you hear a train whistle and the ambulance must stop again for 5 or 10 minutes. If this happens to you, you have my prayers.

There is only 1 railroad bridge in Stuart. It is nearly 100 years old. regulations require it to close 10 minutes or so before a train crosses and 10 or 15 minutes after it passes. 32 trains passing PLUS additional freight trains means that if you are lucky, the bridge might open to boat traffic about 5 or 10 minutes an hour. During the closed time, the boat traffic must keep moving in a circle in order to maintain control. When the bridge does go up it will be a mad dash to get through. What could go wrong here? When the bridge breaks (as 100 year old bridges do) the trains will back up and block crossings for miles on either side. How hard will it be to get parts for 100 year old bridges?

Property values along the line will plummet.

Stuart will lose the left turn lane at Confusion Corner. They will also lose more than 100 parking spots. Business will suffer immensely and many will fail.

Now that I have told you what we will get with All Aboard Florida, lets discuss what we will lose.

We will lose the ideal that government is by the people and for the people and come to the realization that THEY DON'T CARE ABOUT US! It's all about protecting the money and not the people. I hope I am wrong, but this smells like a sellout on the highest order.

Richard J. Ferrie
779 SW Aruba Bay
Port St. Lucie, FL 34986
772-343-8165

From: lia.godwin@yahoo.com
To: AAF_Comments@vfb.com
Subject: Not All Aboard Florida
Date: Tuesday, December 2, 2014 12:25:08 PM

Dear Mr. Winkle,

As a residents of Indian River County for the past seven years we wanted to let you know that we do not want All Aboard Florida Trains ripping through our tranquil town. We own property a half mile away from the tracks and it will certainly decrease the value of that property when the trains move through at high speed, 37 times a day. What a mess this will be! This will not only devalue property but will be a safety issue as well. How will emergency vehicles get across the tracks in order to reach the hospital? I understand that the idea is to improve tourism between Miami and Orlando but really, how many people who can afford to travel will want to be at the mercy of a train and not their own means of transportation? We are not a dumb society and we can see when we are being bamboozled. After all isn't the real plan to upgrade the infrastructure of the FEC's current tracks as to increase the freight traffic from larger ships that are bringing cargo up from the Panama Canal?

Even if the train was purposed to stop in Vero Beach we would be against this debacle.

It is hard to believe that intelligent people like yourself, cannot and will not see through this issue.

Sincerely,

Bob and Lia Peters

Lia Godwin Peters, Sales Associate
Palm Island Plantation
8001 North A1A
Vero Beach, Florida
32963
Direct 772-321-9567
Office 772-234-6500

From: [Marcia Benson](#)
To: AAF_Comments@vfb.com
Subject: NOT ALL ABOARD FLORIDA
Date: Wednesday, December 3, 2014 11:12:35 AM
Attachments: [NOT ALL ABOARD FLORIDA.pdf](#)

December 1, 2014:

To Whom it May Concern:

Before the United States Coast Guard allows the (AAF) to disrupt navigation of the St. Lucie Waterway, as currently proposed, please consider the devastating impacts to property values to the 4,711 waterfront property owners west of the Stuart FEC Crossing at the St. Lucie River. They live along the North and South Forks of the St. Lucie River and their property values are a direct function of their ocean access. If the railroad bridge is only open for boats less than 20 minutes per hour – based on current freight trains and the 32 proposed passenger trains during daylight hours – then the traffic jam of boaters trying to get under the down bridge will be a serious danger to navigation to and from the St. Lucie Canal, which connects to Fort Myers and the Gulf of Mexico. There are also thousands of St. Lucie County boaters who won't be able to go to the Gulf or enjoy the South and North Forks of the St. Lucie River. There are plenty of tales of 40-minute waits in heavy currents for the Stuart railroad bridge to go back up and again to allow boater traffic to go east or west.

We personally have a sailboat and live west of the railroad bridge. If you have even seen this railroad crossing in Stuart you would know full well that only one boat at a time can safely go through the railroad bridge and the highway bridge that immediately follows. As a sail boater you have limited control going through tight areas and with the limited amount of time and the obvious back log of boaters that will be waiting in line to get through these bridges it is a navigational hazard. As it currently stands it is tough to get through these bridges safely. With 32 more trains a day it will make it virtually impossible to sail in our waters which is why we moved here in the first place. This will destroy our way of life and our property values.

The same is true for thousands of waterfront property owners west of the much lower railroad bridge in Tequesta. For unknown reasons, this ill-advised proposal does not include an additional high rise rail crossing at the St. Lucie, Loxahatchee or New Rivers. These are obvious choke points for rail and boating traffic. The choke point in Stuart is just minutes away from the St. Lucie Inlet where boaters can reach the Atlantic Ocean after crossing the state from the Gulf of Mexico in Fort Myers.

Officials from Indian River, St. Lucie and Martin counties are extremely concerned about the negative impact on marine vessels in life threatening situations.

This is not the route for "allegedly" high speed rail as proposed. I hope the U.S. Coast Guard will stop AAF from taking away our rights to use the St. Lucie waterway for navigation to wreck our way of life and destroy our property values.

An even greater concern is the health and safety impact that additional trains will have on our town. The additional trains will make accessibility to our Hospital for emergency purposes very

difficult and may even cause life threatening situations. The negative impact it will have on our quaint downtown will be devastating to our businesses and to our way of life. The train runs right through our downtown area and will make access to our businesses very difficult.

Please consider our point of view and the devastating impact this will have on our community and others.

Thank you for your time and consideration.

Regards,

Marcia Benson
Resident Stuart, Fl.

Marcia

Marcia Hoke Benson
Berkshire Hathaway Home Services
Florida Realty
Broker Associate, GRI, CDPE, SFR
772-528-0837
Marcia@marciabenson.com
www.marciabenson.com

From: [Wharton Dorothy](#)
To: AAF_Comments@vnb.com
Subject: NOT All Aboard Florida
Date: Monday, December 1, 2014 9:57:50 AM

To: Someone who will read this and consider my comments

From: Two residents of Stuart, Florida who lives about a block east of the FEC railroad tracks

With 32 additional trains a day, the noise pollution and vibrations resulting will affect everyone in this community. Most times when we leave our neighborhood, we have to cross the tracks. If we drive north, we have bridges to cross the water. The Roosevelt Bridge is not affected, but the bridge on A1A is a draw bridge and therefore will make that route north impossible. In addition many/most residents of this area have boats. The boat traffic will be hugely affected by bridges going up and down 32+ times a day.

Our beautiful little town will be impacted to a major degree. Property sales and this area as a tourist destination will be affected too. The FEC tracks run right through the middle of our downtown. There are many restaurants, shops and our local theater located there.

How will ambulances and fire trucks get to their destinations in the timely manner that is necessary with all the train traffic hindering their progress?

This tragic impact on our community could be avoided by building railroad track in the unpopulated area west of the Florida Turnpike.

Please help us save our community.

Sincerely,

Logan and Dorothy Wharton
3511 SE Fairway West
Stuart, Florida 34997

From: [Candy Nininger](#)
To: AAF_Comments@vnb.com
Subject: not all aboard florida
Date: Tuesday, October 28, 2014 4:35:03 PM

Sirs:

The public should be allowed to vote on this issue but since we are not to be allowed you should consider these items:

1. All aboard florida has been secretive with their business plan
2. There will be negative impacts on the boating community throughout the Treasure coast,.
3. Our hospital is east of the tracks and emergency service will be disrupted and delayed. (my daughter would not have made it in time for her baby to be born if they had met such a delay)
4. There are tracks to the west of here that would not cause these problems
5. The added noise and frequency of trains will hurt property values for thousands of people.
6. Traffic delays will be long and frequent for travel to and from the barrier islands.
7. Trains are old old old technology. Most urban communities use tunnels , monorails systems, bridges etc to avoid adding to the traffic problems these public transport systems are supposed to alleviate.
8. If the added trains and tracks are really for freight as most people suspect, then the above problems will be much worse.
9. Orlando is far west of our communities, the tracks should be too.
10. I for one would not ride a train to get to Orlando as the added time for boarding, carrying luggage, going through security and getting from the airport to a resort would not save time.
11. A train or monorail along the turnpike would make much more sense.
12. This train system will cost the taxpayers a lot for very little return.

From: bonnie.clarke@att.net
To: AAF_Comments@vzb.com
Subject: Not All Aboard Florida
Date: Tuesday, December 2, 2014 1:02:41 PM

I have lived in Stuart, Florida for almost 10 years. I cannot believe that in 2014 you would even consider having trains speeding through the main area of a civilized downtown numerous times a day. This is not 1950! Surely we have come further along in our understanding of travel, that all trains belong away from where people spend their time enjoying their surroundings. I can understand that you may need to get into the center of a high density area, but none of this applies to Stuart and Martin County. Surely you can move the trains west and follow the route of the turnpike to get from West Palm to Orlando. Has common sense just no place in our society any more? I am very distressed over the lack of concern from the Federal Railroad Administration.

Written in stressful concern, yours sincerely,

Bonnie Clarke
1457 SE Summit Trail
Stuart, FL 34997
772-233-1168

From: [David Mills](#)
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida
Date: Tuesday, December 2, 2014 3:46:41 PM

Please stop even seriously considering this ridiculous sham! There is no way that it makes sense to pass 32 more trains a day between Miami and Orlando.

1. If there was a current or near term demand for fast public transportation between the south and Orlando, there would be a long steady stream of loaded buses up and down the turnpike. THERE IS NOT.
2. One of the executive proponents said we “don’t understand. It wouldn’t be like adding 32 more freight trains. Each fast train would be like waiting for a stop light.” Well, currently many of us in Stuart and Martin County live with one or two stop lights between our houses and many of the businesses and services we rely on. Places such as our supermarkets, Home Depot, our drug stores, hospitals, doctors, and restaurants. Adding 32 more of a ridiculous bunch of worthless “stop lights” delays MAKES NO SENSE AT ALL.
3. There is no way this can be economically feasible. BART (Bay Area Rapid Transit) celebrated their 40th year anniversary last year. It carries hundreds of thousands of passengers daily, and still depends on tax payer financing for over 30% of their revenue. THERE IS NO WAY THIS SCAM WILL PAY ITS WAY.
4. If you permit this fraud to continue, the developers will gather in the funds of the government backed loans, and skip town leaving the rest of us to pick up the payments and live with the mess. THIS IS CRIMINAL!
5. This doesn’t even begin to uncover and describe the idiocy of this fraud, but I’m sure you’ve already heard most of it. Just add this Email to the bundle and DON’T LET IT HAPPEN.

Dave Mills

David Mills
3977 SE Barcelona St.
Stuart, FL 34997
H & Fx 772-223-0124 C 772-215-9876
dmills@davidmills.com

From: [Lou Benson](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard Florida
Date: Wednesday, December 3, 2014 11:19:06 AM

December 1, 2014:

To Whom it May Concern:

Before the United States Coast Guard allows the (AAF) to disrupt navigation of the St. Lucie Waterway, as currently proposed, please consider the devastating impacts to property values to the 4,711 waterfront property owners west of the Stuart FEC Crossing at the St. Lucie River. They live along the North and South Forks of the St. Lucie River and their property values are a direct function of their ocean access. If the railroad bridge is only open for boats less than 20 minutes per hour – based on current freight trains and the 32 proposed passenger trains during daylight hours – then the traffic jam of boaters trying to get under the down bridge will be a serious danger to navigation to and from the St. Lucie Canal, which connects to Fort Myers and the Gulf of Mexico. There are also thousands of St. Lucie County boaters who won't be able to go to the Gulf or enjoy the South and North Forks of the St. Lucie River. There are plenty of tales of 40-minute waits in heavy currents for the Stuart railroad bridge to go back up and again to allow boater traffic to go east or west.

We personally have a sailboat and live west of the railroad bridge. If you have even seen this railroad crossing in Stuart you would know full well that only one boat at a time can safely go through the railroad bridge and the highway bridge that immediately follows. As a sail boater you have limited control going through tight areas and with the limited amount of time and the obvious back log of boaters that will be waiting in line to get through these bridges it is a navigational hazard. As it currently stands it is tough to get through these bridges safely. With 32 more trains a day it will

make it virtually impossible to sail in our waters which is why we moved here in the first place. This will destroy our way of life and our property values.

The same is true for thousands of waterfront property owners west of the much lower railroad bridge in Tequesta. For unknown reasons, this ill-advised proposal does not include an additional high rise rail crossing at the St. Lucie, Loxahatchee or New Rivers. These are obvious choke points for rail and boating traffic. The choke point in Stuart is just minutes away from the St. Lucie Inlet where boaters can reach the Atlantic Ocean after crossing the state from the Gulf of Mexico in Fort Myers.

Officials from Indian River, St. Lucie and Martin counties are extremely concerned about the negative impact on marine vessels in life threatening situations.

This is not the route for “allegedly” high speed rail as proposed. I hope the U.S. Coast Guard will stop AAF from taking away our rights to use the St. Lucie waterway for navigation to wreck our way of life and destroy our property values.

An even greater concern is the health and safety impact that additional trains will have on our town. The additional trains will make accessibility to our Hospital for emergency purposes very difficult and may even cause life threatening situations. The negative impact it will have on our quaint downtown will be devastating to our businesses and to our way of life. The train runs right through our downtown area and will make access to our businesses very difficult.

Please consider our point of view and the devastating impact this will have on our community and others.

Thank you for your time and consideration.

Regards,

Dr. Louis Benson
Resident Stuart, Fl.

From: msemartin7@comcast.net
To: AAF_Comments@vhb.com
Subject: NOT All Aboard Florida
Date: Wednesday, December 3, 2014 3:05:49 PM
Attachments: [SENDER_EMAILmsemartin7@comcast@@net.png](#)



Dear Mr. Winkle:

It is beyond my comprehension that any intelligent persons, with any common sense and respect for the environment and their fellow man, would have planned, and are planning, to disrupt the Treasure Coast, with overwhelming and unnecessary, increased passenger and freight service.

Alternative routes to the west have not been fully investigated. I feel sure that the reason for that is the BIG DOLLAR SIGN. All Aboard Florida is thinking only of its own pockets, not the impact this debacle will have on Treasure Coast communities and its marine industries.

Destroying communities and marine industry cannot be the answer when other alternative routes for this rail service exist that are less intrusive in our lives.

PLEASE, PLEASE don't allow this plan to develop along our coast; even a "stop" here wouldn't "sweeten the pie"!

Very truly yours,

Elsie L. Martineau
Palm City, Florida



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This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

From: [Suzanne](#)
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida
Date: Wednesday, December 3, 2014 9:50:41 PM

Mr.Winkle,

I vote NO!! If you were to look at all the facts regarding the All Aboard project with an unbiased view, you would see how bad it will be not only for the Treasure Coast, but all of Florida. It's a boondoggle fo the greatest magnitude that will eventually saddle the tax payers with a multibillion debt load. It just might be feasible if the tracks are used in the center of the state. It might even be quicker and cost less than driving a car!!

Suzanne Rosborough

From: [Adam Garber](#)
To: AAF_Comments@vfb.com; John.Winkle@DOT.Gov
Subject: Not All Aboard Florida
Date: Wednesday, December 3, 2014 2:42:36 PM

Hello,

I am a resident who lives on the Loxahatchee River in Jupiter and I strongly oppose All Aboard Florida and the 30+ additional trains that will be running through our neighborhood at high speeds per day. Traffic congestion on land and sea will go up exponentially causing myself and my neighborhood a much lower quality of life. As it stands now I listen to mile and half long freight trains blowing their loud horns at each of the four intersections close to my home. These horns are extremely annoying and go all day and all night long. A citizen has a right to peace and quiet in their own home.

Kind Regards,

David Garber
(561) 262-9266 cell

From: [carol.mccarthy](#)
To: AAF_Comments@vnb.com
Cc: [Al Koontz](#)
Subject: Not All Aboard Florida
Date: Wednesday, December 3, 2014 6:44:19 PM

We are vehemently opposed to the proposed plan to send 32 high speed passenger trains and a succeeding multitude of freight trains through our quiet community of Vero Beach as well as the other Treasure Coast communities. This proposed nightmare will ruin the quality of life in all of our communities by producing unbelievable noise, disrupting and delaying traffic as well as fire, ambulance and police personnel as first responders. The report solicited by All Aboard Florida was biased and needs to be redone to reveal the true impacts that would occur in our Treasure Coast communities.

ALL OF THIS CAN BE AVOIDED BY MOVING THE PLANNED TRACK USAGE WEST OF ALL OF OUR COUNTIES.

Sincerely, Alfred Joseph and Carol Ann Koontz, Jr.
1810 Sand Dollar

Way
Vero Beach, Fl. 32963

From: mikerosborough@comcast.net
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida
Date: Wednesday, December 3, 2014 9:53:31 PM

Mr.Winkle,

I vote NO!! If you were to look at all the facts regarding the All Aboard project with an unbiased view, you would see how bad it will be not only for the Treasure Coast, but all of Florida. It's a boondoggle fo the greatest magnitude that will eventually saddle the tax payers with a multibillion debt load. It just might be feasible if the tracks are used in the center of the state. It might even be quicker and cost less than driving a car!!

Michael Rosborough

From: jillianrosborough@comcast.net
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida
Date: Wednesday, December 3, 2014 9:58:25 PM

Mr.Winkle,

I vote NO!! If you were to look at all the facts regarding the All Aboard project with an unbiased view, you would see how bad it will be not only for the Treasure Coast, but all of Florida. It's a boondoggle fo the greatest magnitude that will eventually saddle the tax payers with a multibillion debt load. It just might be feasible if the tracks are used in the center of the state. It might even be quicker and cost less than driving a car!!

Jillian Rosborough

From: leemcmillen@comcast.net
To: AAF_Comments@vfb.com
Subject: Not All Aboard Florida
Date: Sunday, September 28, 2014 3:05:37 PM

Dear Sir:

As a resident of Vista Royale I am already disturbed by the existing train noise throughout the day and night, and the high speed trains can only exacerbate the noise and vibration associated with them and severely limit the peaceful use of my property. I am also concerned that Vista Royale's properties will decline in value because of the diminished access to our community. In addition I believe the increased noise generated by the high speed trains will discourage tourists from renting and visiting this area.

I request you utilize all of your efforts to STOP THIS TRAIN PROJECT FROM GOING FORWARD. The Treasure Coast has nothing to gain from this project. It will only hurt all of the residents who call it home and discourage tourists from visiting the area.

Thank you,
Donna Lee McMillen

From: tobinrosborough@comcast.net
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida
Date: Wednesday, December 3, 2014 10:01:00 PM

Mr.Winkle,

I vote NO!! If you were to look at all the facts regarding the All Aboard project with an unbiased view, you would see how bad it will be not only for the Treasure Coast, but all of Florida. It's a boondoggle fo the greatest magnitude that will eventually saddle the tax payers with a multibillion debt load. It just might be feasible if the tracks are used in the center of the state. It might even be quicker and cost less than driving a car!!

Tobin Rosborough

From: [rinka](#)
To: AAF_Comments@vfb.com
Subject: not all aboard florida
Date: Saturday, September 20, 2014 12:49:17 PM

ARE YOU KIDDING ME,

i am appalled at the arrogance that AAF blatantly makes comments that this would be a good thing for stuart, fl and all of martin county. the fortress investors are salivating as we speak "putting one over" on the residents and business's in and around martin county. they are already lining up at their banks to deposit the riches on the backs of tax paying people who have earned their retirements and chose to live a more tranquil life in their later years not to mention families raising children in the area.

the bullying tactics that they are trying to use on the animal business owner in Vero beach, expressing they **will** take over his parking areas because they own the spots (**strong arming**) a man whose livelihood is his means of having a life for himself and his family,
OUTRAGEOUS!

among other things with this assine idea brings is:

the **safety** issues,

road gridlock,

maritime gridlock,

emergency vechiles trying to reach hospitals and or people at home, on the beach, at shopping centers, in a **life or death** situation,

derailments (and this will happen) in the vicinity of homes, events, festivals, picnics or just walking across the tracks to reach the other side during an outing.

chemical spills should the unthinkable happen.

all its going to take is only one human life for this to happen and that is one life to many.

property values, yes this will occur.

you must start listening to the public. I'm sure as i write this, that the pockets of many, and i say many politicians have been greased already and didn't expect a back lash from these communities to occur as it did and now are back tracking and changing their stand on this issue.

it is obvious that these greedy stockholders and all companies invested in this debacle do not live in florida especially on the east coast where these train will be barreling through.

the obvious ruse is not passenger train service, this will not turn a profit and they know it. the real reason for this is moving **FREIGHT TRAINS** up north and across the united states to any and all destinations for profit. passenger trains do make profits, read up on your history re:

passenger service all over the country.

take this train and put it in the middle of the state where it belongs, not in the most populated areas within martin county. i could go on and on but i fear this is FALLING ON DEAF EARS AND THE PROJECT FOR THE TRAIN IS A SLAM DUNK.

heres hoping you don't have friends, family, mothers, fathers grandparents, grandchildren don't live here because YOUR THROWING THEM UNDER THE BUS for your own personal gains.

irene jennings
stuart, fl 34997

should you have any questions you want answer, just call me, ill tell it like it is and you can take that to the bank!

From: [Karin McMullen](#)
To: AAF_Comments@vfb.com
Subject: Not All Aboard Florida
Date: Tuesday, November 4, 2014 11:00:18 AM

I would like to know why we, the people, have to basically for a FOR PROFIT COMPANY to launch a branch of their company. If this would be such a great idea why does the company go begging for Federal monies, State monies and County Monies? There should be investors flocking to get rid of their monies and help AAF to get started. If they still want to go through with this idea, can AAF at least guarantee 500 riders/train/day to make it somewhat profitable? If there is at least 1 (one) NO answer the whole idea should be scrapped. Have they said who would be riding on the trains? You cannot count on some tourists!!!! Anybody willing to ride the ride needs a ride to and from the train stations because there is no regular bus service in the areas!

If this really is materializing, they will destroy the Treasure Coast and other areas so that a FOR PROFIT COMPANY wants to make money which, to me, is like a balloon to pop anytime soon. Just remember Solyndra, they received a lot of money from the Federal Government and declared bankruptcy immediately after they got the money in the bank. Later on they destroyed the solar panels already made so that nobody else could use them. I am very afraid that this would happen to AAF, they go bankrupt and we will have to pay their debts. What are we going to do with their collateral, i.e. trains? Send them to Disney to be used in their theme parks?

This whole idea of AAF is not thought out properly and we need at least 20 years to contemplate a correct response. Thank you for listening to a frustrated Treasure Coast resident.

Karin McMullen
6600 Penny Lane
Fort Pierce FL 34951
772-460-1692

From: [KCort2](#)
To: AAF_Comments@vfb.com
Subject: NOT All Aboard Florida
Date: Friday, October 31, 2014 4:43:43 PM

To Whom it May Concern:

I would like to go on record as opposing vehemently any plans to build a high-speed rail line through the middle of my community! Thirty-two trains a day, (plus the usual freight trains) disrupting traffic, inconveniencing the public, wasting fuel by idling hundreds of cars and trucks which have to stop repeatedly at railroad crossings to allow these trains to pass, is an abomination! And this doesn't even factor in the issues of emergency travel by first responders for medical emergencies. Our Primary hospital you may have noticed, is EAST of the existing railroad tracks.

We mostly all agree that mass transit would be a nice thing to have. But not at the expense of destroying vibrant town(s) along the South East Coast of Florida. Redirect the trains to unpopulated areas WEST of town or better yet, build an elevated train facility down the center parkway of the I-95 or Turnpike Corridor, which would be the SMART thing to do. I am so distressed about this I am about to have a stroke. I am 75 years old (a Native Floridian, originally from Miami) and thought I could retire and live out my remaining years in Palm City. Now, I guess we had better put our house on the market before the prices plummet and move away. To where? I

don't know, but clearly, Stuart, Jupiter, Vero Beach and places South are going to be ruined. I left Miami 22 years ago because of the traffic, noise, crime and congestion. This was painful. Now you are doing it to me again and I'm ANGRY!

Kathleen Cort

From: [Sal Pelle](#)
To: AAF_Comments@vfb.com
Subject: NOT ALL ABOARD FLORIDA
Date: Monday, December 1, 2014 9:13:57 AM

Sir/Madam,

I am writing to express my complete disagreement with the plan to send express trains through the Florida east coast, e.g. Treasure Coast. Some of my objections include:

- 1) Train crossing which are dangerous and time consuming. Fast moving trains pose more of a danger to traffic. Waiting for the trains to cross would delay emergency vehicles trying to get to disasters and hospitals. Raised bridges cause extensive traffic jams in heavily traveled Rt. 1.
- 2) Excessive noise from these trains, transiting multiple times during the day.
- 3) Reduced property values along the route for homeowners and businesses.

I've commented before that the trains should be moved to the I95 corridor, where there is less of an impact on the heavily populated coastal regions.

I sincerely hope that it is not too late to stop this effort. I moved to FL from NJ 5 years ago, because I love the town (Vero Beach), and the quiet small town feel. This plan would destroy this, and may cause many residents to flee to other parts of the state/nation, include myself.

Sincerely,

Salvatore Pelle
Eve Pelle

From: [Jerry Britt](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard in Florida
Date: Saturday, September 20, 2014 12:12:43 PM

To whom it may concern:

I see no practical purpose to run passenger trains along the east coast of Florida. Last time I checked Orlando was in the middle of the state. Without any benefits to our coastal towns, only to be mired in traffic and burning our expensive fuel while your trains interrupt our lives here on the Treasure Coast.

You should run the tracks that Amtrak runs out of West Palm Beach which makes its way through the center of the state towards Orlando and Tampa. These tracks will allow for high speed travel and not impede our traffic on the roads and waterways.

Before you inflict such misery on our small coastal towns and cities reconsider the impact it would make on our lives and wallets. There is no winning for us in your proposal, redirect your lines where it makes the least impact and would run its most cost efficient route.

Sincerely,

Jerry Britt
Fort Pierce, Fl.

From: [kathyb 3](#)
To: AAF_Comments@vnb.com
Subject: NOT all aboard in STUART FLORIDA
Date: Wednesday, December 3, 2014 8:14:44 AM

WE MUST protest the installation of ALL THESE ADDITIONAL trains in our area and also ALL UP THE COAST!

This project WILL destroy not only the small towns, (Vero Beach, Port St Lucie, Ft Pierce, Stuart, Jupiter, I COULD GO ON) but also the property values of homes and condos that lie to the west of the tracks but that have access to the ocean.

It will remove what small amount of parking is available in the downtowns, and further DESTROY the response time to MANY of the Hospitals that are on the "WRONG SIDE OF THE TRACKS", and that is probably the VAST majority. The LAW SUITS WILL BE FLYING!!!!

It becomes EVER more apparent as the SEASON comes on.

Just for a regular freight train going through Stuart the other day, we were stuck for OVER an hour and through MULTIPLE traffic lights because of the backup that was on the main road.

WE SHUDDER TO THINK WHAT THE SEASON WILL BE LIKE WITH ALL THE ADDITIONAL TRAINS EVERY DAY!!!!

Of course, we understand that this is ALREADY A DONE DEAL!!!! NO ONE would spend the millions of dollars to build train stations if it was NOT!!

Way to go Florida. DESTROY what we live in Florida for! It certainly ISN'T to go to the MAGIC KINGDOM AS YOU all THINK..... Hope the PAYOFF was enough.

With MUCH CONTEMPT!
Joe and Kathy Borg

From: [peggy fisher](#)
To: AAF_Comments@vnb.com
Cc: ["Rockridge Property Owners Association Rockridge"](#)
Subject: Not all aboard! Run second set of tracks in more central, less populated part of state
Date: Monday, October 13, 2014 9:56:10 PM

Dear Mr. Winkle.

I share Beverly Matsoukis' and many Floridian's concern about AAF placement of the second tracks which I believe will be detrimental to many FL communities, especially vulnerable coastal areas near the sea like Vero Beach. I believe the impact on the Treasure Coast where no stops are planned will be totally detrimental, adversely affecting our safety, real estate values, tourism and tranquil lifestyle.

Please listen to and address our concerns and hopefully this is not already a "done deal," in spite of our concern and outrage as some columnists and Letters to the Editor have been saying, spreading the alarm.

The citizens of Vero Beach and many of our representatives are strongly opposed to AAF and do not want it running through our unique and lovely city by the sea.

***Cheers from Vero Beach,
Peggy Fisher***
Seaside Scoop Publisher
9360 Seagrape Dr.
Vero Beach, FL 32963
772-388-4920

Turn the wheel of your life. Make complete revolutions. Celebrate every turning. And persevere with joy.
—Deng Ming-Dao Writer



If you'd like to receive inspiration from the sea via free, monthly *Seaside Scoop* enews reaching readers spanning FL, 43 states and 55 countries abroad with words-for-the-month, health, fitness & finance tips, humor, conservation, animal-focused fun, movie & restaurant reviews, the Dating Game Catwalk & much more, please email: writingbyfisher@bellsouth.net

From: [Kathy Sweeney](#)
To: AAF_Comments@vnb.com
Subject: Not all aboard!!
Date: Friday, September 19, 2014 8:32:48 PM

I'm very opposed to having that train go from Miami to Orlando. I live in a 55 and older community and God for bid and ambulance needs to get into our complex they will not be able to cross over those tracks 32 times a day Therefore I am very opposed to having the train I think they should use the tracks by 95 which are already in existence
Kathleen Sweeney!!

Sent from my iPhone

From: [Sherrie Facchine](#)
To: AAF_Comments@vfb.com
Cc: floridanotallaboard@gmail.com
Subject: Not All Aboard!
Date: Monday, November 3, 2014 11:24:33 AM

Dear Sirs,

I have been following the All Aboard Florida debacle from the beginning, and it is quite clear that the FRC is attempting to portray the new passenger rail as the answer to all our prayers when it's quite the opposite for those of us in Palm Beach and Martin Counties. They've also been very "sketchy" and not forthcoming with information and much of their "facts" are only guesses and conjecture. This rail system will seriously and negatively affect my quality of life in Jupiter and I DO NOT WANT IT! It's also obvious that this new rail system is not at all about moving people, but really about moving more freight, from Miami to points north. Why not tell it like it is?

I moved to Jupiter because of the quiet, serene quality of life here and I don't want it ruined by this unwanted train.

Regards,

Sherrie Facchine
Jupiter, Florida

From: [pamjeand](#)
To: AAF_Comments@vrb.com
Subject: Not all aboard
Date: Friday, October 24, 2014 11:07:09 AM

Please do Not allow these trains to pass through Martin Co. They will cause safety hazards and delays for all emergency vehicles. These railroad crossings will tie up and delay all traffic. These trains will have no benefit for the Treasure Coast residents. Do not allow these trains to pass through Martin Co. Thank you.

Sent from my Verizon Wireless 4G LTE smartphone

From: [NANDO CUCCURESE](#)
To: AAF_Comments@vfb.com
Subject: Not All Aboard
Date: Sunday, September 21, 2014 10:54:53 AM

I am a home owner on the St. Lucie waterway in Stuart Fl.. I dreamed of living on this beautiful waterway for many years. I understand that this proposed train will traverse a train bridge located in Stuart over 32 times a day thus changing my travel to the inlet from no fixed bridges to most of the time FIXED. This will impact home values not just to me but to over 1000 homes values located near this bridge over night. **I ask the powers to be to please do not approve this project.**

Nando Cuccurese

772-349-3175

email- nando5590@yahoo.com

From: julsinill@aol.com
To: AAF_Comments@vfb.com
Subject: NOT all aboard
Date: Tuesday, October 21, 2014 4:07:02 PM

I am **AGAINST** the train coming thru eastern Martin county.

It will destroy our way of life, our economy, and our property values.

I also believe it will be extremely unsafe, especially the tracks located over the waterway. The trestle certainly does not look like it could take 4 times the amount of crossings safely.

Please DO NOT PERMIT THIS... if Dade county wants a fast moving train through Martin county, the tracks out to the west should be utilized. Trains traveling there would not have to slow down as they would on the eastern tracks, as the population is far less concentrated.

Julia Clark
2069 NW Estuary Ct
Stuart, FL 34994

From: [Trish Scattergood](mailto:Trish.Scattergood@att.net)
To: AAF.Comments@vfb.com
Subject: NOT ALL ABOARD
Date: Monday, December 1, 2014 10:36:47 AM

It is apparent that people living along the east coast in pleasant and quiet towns such as Vero Beach are NOT interested in having 32 passenger trains flying through our city even though we are well aware that this part of the ALL ABOARD is just a scam to introduce the heavy, dangerous cargoes that are planned to utilize the rails in the near future. Dredging of the Panama Canal to deepen the waters to accommodate the large cargo ships is just the beginning. At the ports in South Florida; heavily laden trains will soon be storming across our cities causing dangerous conditions, traffic flow problems, lowered real estate values and stressful living conditions. Many of our citizens live here because they are retired or semi-retired and certainly do not want to cope with this scam. If there is money that the government will allow to be used (and we are the people paying for that enormous loan), think clearly about the loan. When bridges and roads need repaired and soldiers come back from the wars crippled, unemployed and living in the woods ; there is where that big loan should be utilized. DO NOT ALLOW THIS FIASCO TO BECOME A REALITY!!!!

--

TRISH SCATTERGOOD

Travel Consultant

Indian River Travel

Rotarian

Home office/fax: (772) 770-4533

trishscattergood@att.net

From: [T. Good](#)
To: AAF_Comments@vnb.com
Subject: Not all aboard
Date: Monday, November 10, 2014 10:13:41 PM

I doubt anyone will actually read this. But here it goes anyway. We don't want your trains through our communities. There is no long term benefit to the Treasure Coast. I suggest you buy a home where a train will pass through your back yard 32 times a day and tell me how you like it. You will be KILLING people who can't get emergency response to there homes on time. YOU WILL have blood on your hands. Is a life worth your stupid fucking train service, which by the wy will fail. People who want to come to Florida and visit Orlando are gonna go stay in Orlando to begin with. Not stay in Miami or Ft Lauderdale and then take a train to Orlando. So you won't make your money back with passenger fees. You will go belly up which will mean we tax payers will be on the hook for your loan. Or is the passenger service just a ploy to get more freight trains coming through in the long run. Well thanks but no thanks. It is bad enough I have to leave for work an extra 15 minutes early to avoid catching the freight train that comes through at that time of day. Do you really expect thousands of people to be happy about having to alter their lives so your company can try to make a few bucks. My god have a heart. Seriously put yourselves in our positions. I mean REALLY think about it. You buy a nice home that happens to be located in a place near the tracks, imagine you have to cross those tracks to go to the marina to get to your boat to take a cruise on the river. But now comes a train. The whole house shakes 32 times a day + the freight trains. Now your stuck at the crossing. Finally you get to the boat , you are on the river getting ready to go through the draw bridge, but NO, you have to wait for a train. Same story on the way home. Train at the draw bridge, train at the crossing going home. You finally get home and have to call 911 cause hubby is having chest pains. But the ambulance can't get there quick enough because low and behold there was a train! I'm willing to bet you'd be pissed too if this was your story. Hope you get sued the first time someone dies because the ambulance had to wait for a train at the crossing.

Thanks, but no thanks,
Tiffany Goodwin
City of Port Saint Lucie resident

From: [david systrom](#)
To: AAF_Comments@vhb.com
Subject: NOT all aboard
Date: Monday, December 1, 2014 8:42:36 AM

The greed and thoughtlessness of ALL ABOARD is exceeded only by its arrogance.
If allowed to proceed, thousands lose their safety and quality of life. That will be a heavy burden on the consciences of all involved in promoting ALL ABOARD.

From: [Cindy](#)
To: AAF_Comments@vnb.com
Subject: NOT ALL ABOARD
Date: Wednesday, December 3, 2014 6:45:38 PM

I live in Hobe Sound. Please do not disrupt our quiet little town with your empty trains. Go west. The cows are friendlier. Besides we can drive to Orlando in 3 hours. Go away.

Sent from my iPhone

From: [Chris Fanelli](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Tuesday, October 28, 2014 2:41:05 PM

I live in the beautiful town of Hobe Sound in wonderful Martin County. Stay out of our county with your big plans which nobody wants. Use tracks west of the Turnpike if you have to run this thing, but don't pretend you'll have loads of ridership because as you destroy our way of life, no one will take your lousy train to Miami or Orlando. We can and will drive there if we need to. Go destroy the town of Naples or Tampa, they will have more legal issues than you can handle. Don't pretend to be fair and balanced, you are investigating your own interests. Compliance compliance compliance, just a corrupt organized plan to force this train upon our county just to cater to the shipping interests of the Panama Canal ordnance.

From: [Anne and Chris](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Wednesday, October 29, 2014 8:39:02 PM

To Whom It May Concern,

We are against the additional trains coming through Stuart. I travel through Confusion Corners on a daily basis and the additional trains will cause the traffic to be backed up multiple times. We are also concerned with regards to the boat traffic and the lowering of the railroad bridge.

Anne and Chris Ladue
Stuart, FL

From: [Linda Valente](#)
To: AAF_Comments@vnb.com
Subject: Not all aboard
Date: Thursday, November 13, 2014 2:13:25 PM

Hello,

May I start by saying this transit will be going thru a state park/sanctuary for animals and natural growth. People go camp there. Children go learn about the environment.

Why does this preserved park have to be ruined?

Why does money make you so in/out of the loop?

This goes thru areas where it is surrounded by the poor people in mobiles, and the schools, and low income retirement communities..many mobile home ones. These are the three groups of people we need to protect.

Why make their life harder?

Have you seen this area?

Homes are on A1A, not 100-125 feet from the train. The mobile homes shake now, but we are use to it. It is a few times a day.

People walk, ride bikes, jog down A1A. I can not imagine having a high speed monster 50-60 feet away. That's horrible.

Not to mention diesel burn off and soot.

Poor, elderly and children...come see.

Please be empathetic.

Put yourself, or your child, or parent in our shoes.

We deserve peace also. Even if you don't know us.

Redirect this vessel before it's too late.

You never regret doing the right thing.

Sincerely,
Linda Valente

Sent from my iPad

From: [Jeanne Orsino](#)
To: AAF_Comments@vfb.com
Subject: NOT ALL ABOARD
Date: Saturday, September 27, 2014 9:20:23 AM

I LIVE AT VISTA ROYALE COMMUNITY IN VERO BEACH FL. I AM VERY CONCERNED AND AGAINST THE "ALL ABOARD FLORIDA" PROPOSAL TO ADD TRACKS ALLOWING 32 RAILROAD PASSENGER TRAINS A DAY, TRAVELING AT HIGH SPEEDS, GOING THROUGH TO OUR COMMUNITY. WITHIN A FEW BLOCKS IN OUR COMMUNITY ALONE THERE ARE 3 RAILROAD CROSSINGS .

SO MANY OF US WILL BE DIRECTLY AFFECTED BY THE PLANNED TRACKS AND TRAINS, LIMITING OUR ACCESS TO EMERGENCY SERVICES, SHOPPING AND DAILY TRAVEL THROUGHOUT INDIAN RIVER COUNTY, AS WELL AS THE SAFETY ISSUES ASSOCIATED WITH THE ADDITIONAL TRAINS.

TO SAY NOTHING ABOUT THE NOISE ASSOCIATED WITH THE TRAINS THAT WILL BE EXACERBATED ON A LEVEL OF DISTURBANCE, I WILL SEVERELY LIMIT OUR PEACEFUL USE OF OUTDOORS ACTIVITIES. OBVIOUSLY, IT WILL DRASTICALLY REDUCE THE VALUE OF OUR PROPERTY.

WE REQUEST YOU UTILIZE ALL YOUR EFFORTS TO **STOP THIS TRAIN PROJECT FROM GOING FORWARD.**

RESPECTFULLY,

JEANNE ORSINO

49 WOODLAND DRIVE APARTMENT 106

VERO BEACH, FLORIDA 32062

From: pmcpga@aol.com
To: AAF_Comments@vnb.com; eve.samples@tcpalm.com
Subject: NOT all aboard
Date: Wednesday, December 3, 2014 4:14:47 PM

I have been a resident of Hobe Sound, FL. for almost 12 years. The quietness of the community was a big attraction to moving here.

I feel concerned about a high speed railroad and additional freight trains coming through our communities for the following reasons:

- 1) Lower property values
- 2) Many more trains per day disrupting our peace and quiet.
- 3) The potential of traffic congestion at crossings.
- 4) Emergency vehicles delayed because of trains crossing intersections.
- 5) The loss of income to businesses on the east side of the tracks.
- 6) The possible road rage that will exist at crossings with roundabouts. Many motorists don't understand the right of way without congestion. I will hate to see what may happen with increased congestion and the impatience that goes along with it.
- 7) Derailment at high speeds.

Has a study been done to determine what the traffic back up will be at the crossings affected. The train may clear in only a few minutes, but the gates go down before the arrival of the train, and up after the train has passed. I believe AAF is covering the real truth saying that it will be a minimal delay.

The reasoning that the passenger train will take automobile traffic off of our congested highways is ONLY a valid comment from West Palm Beach To Miami. There is no automobile congestion in the northern communities. Would passengers pay the fee for a daily ride to go to work between West Palm to Fort Lauderdale to Miami and then have to find transportation to get to their places of employment from the train station? I highly doubt it.

I also find it hard to believe that a passenger will be able to go from Miami to Orlando in under 3 hours including stops in Fort Lauderdale and West Palm Beach.

Why would any public company want to disrupt the quality of lives of the people living in the coastal communities.

Go west young man!!!!!!

Paul M. Carter
6157 SE Georgetown Pl.
Hobe Sound, Florida 33455
772-545-3341

From: [Thomas Newton](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Friday, November 7, 2014 2:38:55 PM

Dear Mr. Winkle:

The proposed multiple trains to run through our communities at high speed daily are a bad idea for so many reasons which I am sure you have heard over and over.

I just want to register our vote against All Aboard FL. We are NOT Aboard and I dare say we are among the silent majority.

Thank you,
Thomas & Dorothy Newton
Port St Lucie, FL

From: [Carol fuller](#)
To: AAF_Comments@vnb.com
Subject: Not all aboard
Date: Monday, December 1, 2014 11:50:40 AM

I live on Hutchinson Island and I believe that All Aboard will destroy JENSEN BEACH AND DOWNTOWN STUART. 32 trains every day will bring a halt to most activities in both cities. There is no reason except greed that they don't want to relocate the tracks. No grants should be given to a corporation that doesn't think about all the people, not just their bottom line. Now we are hearing about future use of their tracks for freight. Sounds like all smoke and mirrors to me. Please help us keep our cities safe.....

Sent from my iPad

From: [Joan Hooks](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Sunday, November 9, 2014 7:45:12 AM

Just say no to the big choo choo
Sincerely,
Joan Hooks

From: JAMESHOLLAND08@comcast.net
To: MAIL@CHANGE.ORG
Cc: AAF_Comments@vhb.com; tcnletters@tcpalm.com
Subject: Not All Aboard
Date: Sunday, November 30, 2014 11:06:34 AM

Having observed for many weeks the GOINGS ON in Ferguson, Mo., following a tragic shooting, of terrible behavior from some of the residents it caused me to think. Why are we the residents, of Martin County, who appear to be ignored by AAF not publicly protesting? I saw the sham at the Stuart meeting and read about the same in other locations.

IT'S TIME WE DO OUR OWN PROTESTING, legal of course, at key locations, on an ongoing basis. In Martin County at railroad crossings, downtown Stuart, bridges etc. I retired to this area because of the pleasant attitude, not the business of south of here.

I, as would many others, committ to an hour or two three times a week, to get the attention we deserve, to march in protest of AAF, with signs etc.

We need to act now!

Jim Holland, Hobe Sound

From: [John Lillich](#)
To: AAF_Comments@vhb.com
Cc: Yesdesk@tcpalm.com
Subject: Not All Aboard
Date: Monday, December 1, 2014 6:41:06 AM

This issue deserves an objective, third party analysis. Some of your ads are really misleading... "The trains will clear the crossing in less than a minute", while probably true, it does not recognize the gate timing which impacts traffic, including 911 vehicles trying to get to the North hospital. I used to time the RR bridge, it goes down 20 minutes before the train, and goes up a few minutes after... Let's say total of 25 minutes, times 49 trains (32+17) equals about 20 hours that the bridge will be down. That will ruin boating on the both forks of the St. Lucie River. This is a boating community, which counts on 911 getting our elderly to the hospital.

Please consider a redo on the impact analysis at least.

John Lillich

Sent from my iPad

From: [Diane G. Kozuch](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Monday, December 1, 2014 4:41:07 PM

I moved to Stuart over 25 years ago and have taken pride in our small town.
Totally against your plans on ruining our town....not only for motor vehicles and boats, but for the overall quality of life.
You can very easily take the western route, but apparently get enjoyment of doing this "because you can".

Diane G Kozuch
1811 Palm City Rd; #A502
Stuart, FL 34994
Tel #772-288-0303
Fax #772-223-4005
Email: Diane@CottageAccounting.com

From: [Pam Lenahan](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Monday, December 1, 2014 10:21:38 PM

To whom it may concern; I implore you to consider not what you can do, but what you should do with regard to the railway through the Treasure Coast. Our community is small, with waterways and natural habitats that could be drastically damaged by your current planned route. Please look at the worst case, the damage you could cause, and take the high road, protect our community from the damage we see coming, and move to the western route. If it costs time and money today to protect the future of our community, I believe you will reap the benefits in the future with a more stable route and the good will of the community. PLEASE HEAR OUR VOICES, AND MOVE YOUR ROUTE WEST. WE BEG YOU TO HELP US PROTECT OUR WILDLIFE AND DELICATE MARINE COMMUNITIES.

Sincerely,

Mr. & Mrs. Edward J. Lenahan

From: [Bud McCall](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Wednesday, December 3, 2014 6:15:09 AM

I am just an ordinary citizen, retired in Ft Pierce, FL. I can't believe we are being **railroaded** by the people that are supposed to protect us.

I live just off US1 south of FECRR crossing at Edwards Rd. To get emergency care we must go north on US1 to the health center in FT Pierce. This road is already congested by local traffic especially when school is in session with the school buses picking-up and discharging children. When a freight train crosses, traffic already is a mess for 10 - 15 minutes.

The propose addition of more freight and 32 all aboard trains per day.....

You'll have got to be kidding when you claim the the impact will be minimal.

Big money rules I suppose but what happened to the people who has bought property here and now have to deal with this proposal.

From: kmpr414@comcast.net
To: AAF_Comments@vfb.com
Subject: Not All Aboard
Date: Wednesday, December 3, 2014 8:50:07 AM

I am a resident of Jensen Beach Florida and I have many concerns about your plan. The main one is the bridge over the St Lucie River In Stuart. It would be closed more than it would be open. PLEASE STOP THIS NOW and rethink your options.
Thank You

Kimberly Reed
2551 NE Pinecrest Lakes Blvd
Jensen Beach Florida

Sent from XFINITY Connect Mobile App

From: [Lisa Troute](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Wednesday, December 3, 2014 10:49:48 AM

John Winkle,

Has anyone considered the QUALITY of life that residents along the treasure coast will have when we have 32 additional trains bisecting our communities? Corporations should not be allowed to steam roll their projects over the wishes of the communities that will be impacted. Boat travel on our waterways will be constricted by railroad bridges, emergency personnel won't have quick access to the "other side of the tracks" where hospitals may be located, automobile traffic will back up at RR crossings impacting travel time to appointments, and most importantly--the train is not needed because we already have Amtrak on the SEC tracks to the west, which provides reasonably priced tickets from Miami to Orlando. Please—NO to All Aboard Florida.

Lisa Troute
Jupiter, Florida

From: parkplace1999@aol.com
To: john.winkle@dot.gov; David.Keys@noaa.gov; James.Christian@dot.gov; Benito.Cunill@dot.gov;
Gavin.JamesG@epa.gov; Mueller.Heinz@epa.gov; John.Wrublik@fws.gov;
CongressmanPatrick.Murphy@mail.house.gov; BillNelson@senate.gov; Rick.Scott@eog.myflorida.com;
Negron.Joe.web@flsenate.gov; Maryl.ynn.Magar@myfloridahouse.gov; parkplace1999@aol.com
Cc: monroe1449@yahoo.com
Subject: Not All Aboard
Date: Wednesday, December 3, 2014 1:45:48 PM

I strongly object to the All Aboard Florida (AAF) high speed rail project.

This project would send trains through the small coastal communities at speeds of 100+ mph.

There is no regard for property values, danger to humans and animals, traffic, or to the significant adverse quality of life and environmental impact to Florida.

NO PASSENGER TRAIN HAS BEEN PROFITABLE ANYWHERE IN THE USA IN OVER 80 YEARS.

Why is this project even being considered?

The people do not want this.

Funded by, with losses to be guaranteed by, the taxpayers, with unrealistic projected profits going to a private hedge fund.

Please represent the best interest of the people and stop this train wreck from leaving the station.

Michel Mercer

Stuart, Florida

From: [mike](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard, Resident Loxahatchee river Jupiter, Florida
Date: Wednesday, December 3, 2014 10:08:50 AM

John Winkle and Coast Guard District 7,

My name is Michael Stango and I live at 18254 Perigon Way, Jupiter, FL. 33458. Which is located west of the train bridge on the Loxahatchee River. I am an avid boater and fisherman. I own a 34' Pursuit Drummond Sport Fisherman, which is powered by twin Yamaha 350's.

Unfortunately, I could not attend the meeting held at the Jupiter Community Center.

I am personally appalled when I read the small window used in January to evaluate our boat traffic. I have lived on the river since 2008 and boat throughout the year. My limited access time to get in and out of the river is concerning for many reasons, which I am sure was expressed by many residents. My main concern is safety. The Loxahatchee is aligned directly behind the inlet, which causes significantly strong currents. I don't know if we have a camera located on the train bridge or on the AIA bridge. If not, I would ask for consideration to mount one or two for a period of time that would allow for an accurate count of boat traffic. More importantly, focusing on the summer, spring months and especially Holiday weekends. Living directly across from the sand bar, I can confirm 50 to 75 boats a day are beached frequently. To use a short window in January is unacceptable.

My safety concerns have been an issue since I moved on the river. During the warmer months, especially in the summer the boat back up at the train bridge is horrific. In the summer months the majority of boaters are teenagers or in their early twenty's. Ninety five percent of them have never taken a Coast Guard class or are aware that a boat with the "current" has the right of way! When that bridge opens it's like the start of the Indy 500. Vessels like mine with significant weight in the back, will have their stern slide out with the current. I have had many close collisions over the years. Specifically, when an approaching boat will "not" give me the right of way. Leaving me no alternative but to increase my speed causing a large wake in a very narrow opening. I have witnessed, boats brushing up against one another, objects being thrown at boats and verbal exchanges that may have lead to physical confrontation.

We are all blessed with what mother nature has given us. A for profit train should not jeopardize our freedoms and safety!

Sincerely,
Michael Stango
18254 Perigon Way, Jupiter, FL. 33458
561-827-5787

From: [Mary Pirrotta](#)
To: AAF_Comments@vfb.com
Subject: NOT ALL ABOARD
Date: Monday, November 10, 2014 5:01:50 PM

I am opposed to All Aboard Florida. It would be a huge mistake for Martin County and for Palm City on so many levels.

From: [Colleen Jelsch](#)
To: AAF_Comments@vfb.com
Subject: Not all aboard
Date: Friday, September 19, 2014 9:30:22 PM

To whom it may concern,

I live in Stuart Florida and have enjoyed this quaint tranquil community for 30 years! The attraction to this area is the Peace and quiet with the ability to enjoy beautiful waterways via boating!
Currently 10 trains a day run through thus area closing the Roosevelt bridge and intersections. It's a part of life that has little to no impact on traffic, boating etc. An additional 32 trains per day will be devastating to this community. It's reprehensible that BIG money will shove this down our collective throats for your monetary gain! The majority of people in this county DO NOT want "Your All Aboard"!
There is absolutely no benefit to this county. NONE. And yet you pander the big business and push this on communities that don't want it! What part don't you understand? We don't want your stinking railroad!
Comprende?!

Sincerely,

Colleen M Jelsch

Sent from my iPad

From: [Kevin](#)
To: AAF_Comments@vfb.com
Cc: [Kim Whelan](#)
Subject: NOT all aboard
Date: Saturday, September 20, 2014 11:42:25 AM

I do not support the All Aboard Florida project. A article in the St Lucie News Tribune indicated that the frequency of road and track crossings will nearly triple. I drive across the train tracks daily and would not welcome the increase of closings. I am already frustrated enough with time and money lost waiting on train crossings.

Kevin Liske

From: [Holly Wengler](#)
To: AAF_Comments@vfb.com
Subject: Not All aboard
Date: Tuesday, December 2, 2014 8:14:58 AM

To Whom it may concern,

I urge you to please intensely review and better scrutinize the impact 32 trains running through our community, Martin County, will have. 32 trains will damage our local economy by heavily restricting our marine activity. The train drawbridge will have to be down a large period of the day blocking ALL boat traffic, including Coast Guard.

In addition to the train, our main hospital access will become detrimentally restricted due to train crossings. This additional crossing time could be the minutes lost in trying to save someones life.

Our downtown area, which we have worked so hard to revitalize will become severely impacted. It can already be troublesome getting in and out of the area, but with access restricted by 32 crossings a day, it will become impossible. Not to mention the added noise the impact will have on the ambiance of the area.

32 trains WILL put many of our small business owners out of business, further contributing to high unemployment and state monetary aid burden.

32 trains through Martin County will have a large negative impact on our economy and our health. Is that really the message the State of Florida wants to send? That the lives and livelihoods of it's residents are disposable?

I respectfully urge you to deny 32 trains running a day. If the trains must run, a more reasonable number needs to be reached. There just won't be enough paying customers to support 32 runs. Let's find some sort of compromise that won't send the message that big business is more important than entire counties.

Thank you for your time,
Holly Wengler

From: [Mark Bentel](#)
To: AAF_Comments@vnb.com
Subject: Not All Aboard
Date: Friday, October 31, 2014 11:16:43 PM

To whom it may concern

Your plan is way to ambitious, start small and grow with proven ridership. The Eastern FEC Railway Tracks are not in a suitable location for this High Speed Service. It will be to costly for the Tax Payers. Do the right thing and pick a more Central location. An elevated monorail is the only practical solution for High Speed Service. You are moving way to fast and expecting way to much from the Government and do not have General Public Approval for the route selected. I love Trains but your plan is ridiculous. There has just got to be a better way.

Your consideration will be greatly appreciated.

Respectfully,

Mark R Bentel
1345 SE Salerno Rd
Stuart, FL 34997
772-287-2479

From: [Boyd Gunsalus](#)
To: AAF_Comments@vnb.com
Subject: not all aboard
Date: Wednesday, December 3, 2014 3:53:42 PM

Dear John Winkle,

I wish to write about the proposed railroad that is trying to ruin the ambiance and way of life for thousands upon thousands of people living north of Palm Beach. The proposed increased trains will destroy the now bustling but so beautiful little towns that are built along the tracks that AAF owns the right of way for. They are obviously lying in their application for the federal loan, there is no way that a passenger train can operate at a profit on the proposed route, there can't be enough ridership to justify such an undertaking. We all know the real reason for the loan is to beef up the tracks for increased freight soon to come from the increased size of the Panama Canal. We, the people of Martin, St.Lucie and Indian River County's have worked hard to preserve the historic ambiance of our towns. The Environmental Impact Statement the railroad produced is a joke. I beg of your agency to do a more comprehensive study of the proposed venture and to deny them their loan. The entire project is based on greed and gain for a few with serious detrimental impact to multiple thousands of people living on the Treasure Coast. We truly treasure our way of life and hate it that governmental agencies such as yours will be persuaded by big money to once again screw the middle class so a few men can get richer. Please please please take a closer look.

Sincerely, Brenda Leigh
806 S.E. Madison Avenue
Stuart, FL. 34996

Sent from my iPad

From: [William Raycraft](#)
To: AAF_Comments@vfb.com
Subject: Not AllAboard Florida
Date: Sunday, November 9, 2014 8:04:53 AM

I am not for All Aboard Florida! Please do not support this bad idea! thanks, William R Raycraft Ft Pierce

From: [Tom](#)
To: AAF_Comments@vnb.com
Subject: Not an idea with merits and benefits
Date: Friday, September 26, 2014 11:47:39 AM

To whom it may concern:

Quite simply, All Aboard Florida is not a good project since the negatives far out way any benefits.

As a resident of Martin County the project presents myself and my wife additional closings at auto rail crossings including all routes to Martin Memorial Hospital in the event of emergencies. The railroad bridge over the St. Lucie River will be in a down position much more often than it is now which prevents us from access to the Inlet when we are boating. Additional noise from more frequent trains and more danger to humans and animals resulting from more and faster trains. And property value have the possibility of going down, not up, as the result of the above.

Nothing can be done to eliminate any of these negatives.

How about the positives for us? There are none. It will not reduce pollution, add jobs to our local economy nor provide any goods or services for us.

If you were given these options for yourself and where you live, how would you feel?

Sincerely,

Tom and Barbara Willson
Stuart, FL

Sent from my iPad

From: 2248fra@comcast.net
To: AAF_Comments@vfb.com
Cc: [Pagan, Frank](#)
Subject: not at all aboard florida
Date: Friday, October 10, 2014 9:12:28 AM

interestingly last week a freight train broke down on the tracks in my back yard i was working in the woods and noted it took almost 2 hours to fix the train when these breakdowns occur what will happen when we have so many more trains coming through

and what sort of idiots came up with the idea of running the trains through all the wonderful historical towns on the treasure coast instead of west of the interstates

go west rich dudes oh oh maybe wellington the reserve palm beach gardens or other upscale communities do not want their peace their home values and etc destroyed

christa pagan
11903 indian river drive
jensen beach florida

From: [Martin Dems Bellsouth](#)
To: AAF_Comments@vnb.com
Subject: Not for All Aboard Florida
Date: Thursday, October 23, 2014 12:12:14 PM
Attachments: [Dennis Killila \(Chair@martincountydemocrats.org\).vcf](#)
[Against AFF 10-22-14.doc](#)

Attached document is a statement opposing approval the All Aboard Florida railroad proposal.

Dennis Killilia, Chair
Martin County Democratic Executive Committee
948B SE Central Pkwy.
Stuart FL, 34994
772-221-0405 Office
772-781-0446 Cell

From: [Marilyn DeMartini](#)
To: AAF_Comments@vfb.com
Cc: [Phil Purcell](#); [Kristina Hebert](#)
Subject: NOT On Board for All Aboard Florida!
Date: Tuesday, November 25, 2014 3:32:48 PM

To John Winkle and all at the Federal Railroad Administration:

As a Florida tax payer, voter and business owner who works in the marine industry, I am writing to express strong opposition to the new high speed rail transport system proposed for Florida. We have existing railways that could be made more efficient—including a little used Tri-Rail system. If this is really about moving freight, not people, then your strategy and research are flawed as they do not properly take into account the economic impact of the rail system on the important marine industry—including the use of draw bridges and impact on marinas. We have long built a thriving marine economy in South Florida that caters to all sorts of recreational and commercial marine traffic and your rail system will stifle that growth and gravely and negatively impact the bustling marine service businesses that employ so many throughout the State—to the tune of \$11.5 billion! Your proposed service threatens to tie up boat traffic at three South Florida bridges over waterways that are the lifeblood of an industry that generates annual wages totaling \$4.1 billion and delivers a gross output of \$11.5 billion a year in Miami-Dade, Broward and Palm Beach counties.

We urge you to more closely look at the research and response to your research, done by the Marine Industries Association of South Florida. This professional organization has done its homework and has presented its findings to you. We will also let our legislators know that we realize the pretty picture you paint is a facade. Please do not cut the life of a lucrative industry in the name of railway efficiencies! If you ruin the economy here, there will be little to ship out and no one to whom to ship in.

Sincerely,
Marilyn DeMartini



Marilyn DeMartini
1301 Bayview Drive #7
Ft. Lauderdale, FL 33304
954 564 7234 - 954 649-4904 cell
md@prpower.biz
www.prpowers.biz

From: GCAPPO@aol.com
To: AAF_Comments@vfb.com
Subject: Not On Board with All Aboard FL
Date: Monday, December 1, 2014 11:58:24 AM

Attn: John Winkle,

Please add my name to the list of names that are oppose to the All Aboard Florida project. I am in agreement with all the reason against this ill conceived project in particular the adverse impact on the towns along the Treasure Coast. As a resident of Stuart, FL, trains that are already coming through the downtown area create, traffic, noise and safety issues. Additional trains will most certainly create a decline in property values and the ambiance that is downtown Stuart as well as other towns along the proposed train path.

Sincerely,

Gaspare J Cappello
185 N.E. Edgewater Drive # 5302
Stuart, FL 34996

From: [Louis Mazzucchelli](#)
To: AAF_Comments@vhb.com; [Louis Mazzucchelli](#)
Subject: not so fast!
Date: Saturday, November 22, 2014 8:16:17 AM

We the people don't want your aaf we don't want the noise and the safety concerns, the only people who will benefit from it is you! You are not going to run rough shod over us we plan on fighting this how ever we can! So don't think it will be so easy!

Louis Mazzucchelli
1912 SW Saga st
Port saint lucie, FL 34987
(772)971-2872

From: [Bob Poller](#)
To: AAF_Comments@vnb.com; [Editor, TCN-Letters](#)
Subject: Object to AAF
Date: Sunday, September 21, 2014 11:03:42 AM

I live in Port St Lucie, and object to high speed trains in our area.
I have a boat and object to spending 15 or 30 minutes each hour with bridges open...or the back up of boats, the concentration of yachts and other boats awaiting passage through the waterways when the train is past, and bridge span opens. It would be a "Le mans start" for boaters big and smaller, commercial vessels and pleasure boaters. A reason to have owners avoid our area and further impact marine businesses in the area.
I object to being a taxpayer and having All Aboard Florida receive Federal Guaranteed loans for their private business. Go to the banks or investors like other businesses do, and support the American financial system.
I object to the "possibility" to use their franchise to transport freight.
I object to the added noise, added risks of accidents, and confusion at many roundabouts that would increase accidents at crossings.
I object to AAF's and the Federal Railroad Administration's deaf ear to residents...who do not want additional interruptions in our city's residents. The demand for this high speed rail service serves only the owners, not the community. It's brings no business to Florida.

We in the Treasure Coast get no benefits from these trains, only the risks of disruption, accidents, harm to others driving cars, bikes, or walking, and loss of business to locals, plus "possible" loss in property values.

From: [Nancy Toomey](#)
To: AAF_Comments@vnb.com
Subject: Objection to AAF
Date: Wednesday, December 3, 2014 5:53:25 PM

Dear Sir,

We would like to strongly object to All Aboard Florida. We think it will be bad for our environment plus it will make traffic impossible in certain areas of the city of Boca. We live near the 18th St. crossing in Boca Raton. The freight trains are generally longer than 2 minutes now. We have timed them frequently. A couple of times lately I have had to stop for a train twice in one day. If we have 32 trips a day plus more freight trains it will really be impossible. In the season there is so much grid lock at Palmetto and Dixie now what will it be if this goes thru? Having to worry about adding a least 10 minutes to a trip so that we will be on time does not make us happy.

I hope that when this is looked at closely that people will see this is not a great idea. Who is going to benefit from it? Who will be using it? It won't even stop in Boca Raton. The future traffic delays are a price to pay for quiet zones.

Someone is always trying to shoot down Tri-Rail because it doesn't make enough money. Are we doing this for traffic to Disney? Will it ever go past West Palm?

Pat and Nancy Toomey

Nancy Toomey, CRS. GRI
Lenson Realty, Inc.
561-391-9754
nctoomey@bellsouth.net

From: [Julie Zahniser](#)
To: AAF_Comments@vfb.com
Cc: zahniser@bellsouth.net
Subject: Objection to All Aboard Florida - emergency access
Date: Wednesday, October 8, 2014 8:52:33 AM

The FRA needs to better consider the impact of 60+ trains per day on access to emergency services.

My husband and I were eating lunch yesterday in Fort Pierce when a man at the table next to us started convulsing. We called 911 and the paramedics were there within minutes. But if there had been a train, losing additional precious minutes would have meant certain death for this man. Think about that!

Let the FRA plan this train business right and put the trains west. They are expanding port of Miami to bring in super-freighters. Those cargo loads need to go up the center of the state, not past our coastal communities where the tracks divide our towns in half with the people on one side and the hospitals on the other. Imagine losing a loved one because the ambulance was stuck waiting for a train.

Sincerely,
Julie Zahniser
Fort Pierce, FL

Sent from my iPad

From: [Mary Lynne Jungers](#)
To: AAF_Comments@vfb.com
Subject: Objection to All Aboard Florida
Date: Tuesday, December 2, 2014 8:05:17 PM

Dear Sir;

We, as property owners in Indian River County, are vehemently opposed to All Aboard Florida. We do not believe that due diligence was accurately performed in assessing the environmental impact to the waterways, wet lands, and endangered species of Indian River County.

Furthermore, there has been no impact statement regarding emergency medical services, disaster response planning, educational

institutions, cultural institutions, parks and recreation facilities. In reality, Indian River County itself has been excluded from assessing the environmental impact.

We do not believe that taxpayer dollars should fund a project that is harmful to the community being taxed.

Additionally, there is no evidence that the promoters of All Aboard Florida have the funds for this project and ultimately the taxpayer will have to provide the monies needed for this enterprise, an enterprise which benefits private interests only. We believe this project should not go forward.

Sincerely,
Thomas and Mary Lynne Kalchthaler

From: [Arlene R Edie](#)
To: AAF_Comments@vnb.com
Subject: Objection to All Aboard Florida
Date: Tuesday, October 21, 2014 2:51:00 PM

High speed rail belongs out in the country, not through lovely beach towns up and down the Atlantic coast. I moved to Vero Beach because of the beautiful quiet atmosphere. Do not disturb my paradise! Arlene R. Edie

From: [Joan Wilgus](#)
To: AAF_Comments@vnb.com
Subject: Objection to All Aboard train
Date: Monday, November 10, 2014 7:51:11 PM

This is for the record. I am opposed to the All Aboard train running thru Vero Beach for several reasons:

1. 32 trains/ day is more than one per hour in addition to the other train traffic which necessitates closing the crossing. Although the literature claims that it takes only one minute for the train to pass a crossing, it does not consider the time it takes to have the train crossing prepare for the actual train crossing the tracks. Vero Beach is a vibrant community and the frequent crossing is definitely a safety hazard in addition to the aggregation it will add to local citizens.
2. The tracks are not suitable for high speed trains. The cost of retro-fitting the tracks cannot be an advantage. The train going through the middle of the state west of I95 makes more sense as freight already runs on those tracks.
3. The noise from the trains cannot be diminished. We live less than a mileaway from the tracks and can still hear the current running trains. We don't want to hear them 24/7.
4. People try to outrun the train now by going around the gates. What will happen when there are high speed trains?

These trains have absolutely no advantage to Vero Beach and other communities in its path. We object to it strongly. Why would you try to split so many small towns along the coast in half by running these trains? The few jobs that may be created are in Miami and Orlando. Another no advantage to Vero Beach. Surely, there is a more direct route than on the coast,

Thank you,
Joan Wilgus

Sent from my iPad

From: [Wayne A. Mills](#)
To: AAF_Comments@vfb.com
Subject: Objection to expansion of rail traffic
Date: Friday, September 19, 2014 4:16:50 PM

We leave on North Hutchinson and daily cross the railroad tracks at the North Bridge at the Fort Pierce Inlet and cross over to Dixie Hwy. We find the increased passenger rail traffic a major inconvenience, but we totally object to the unmentioned increase in freight traffic with trains averaging 100+ cars and sometimes up to 200 cars coming from the expansion of import traffic into Miami. Nowhere in the discussions or press coverage has AAF given the public any information or projections on that element in the expansion.

We are very sympathetic to our friends and neighbors to the south in Stuart where the trains come right through their downtown areas too. Given the passenger trains are small and fast is not the end of the world for us, but the unmentioned increase in freight traffic is the elephant in the room. Why won't AAF disclose there plans in that regard. If it is approved there should be a limit to the amount of freight trains that already cause major backups and added risks to fire and rescue services along the tracks.

Thank you.

Wayne A. and Delores J. Mills
5051 N. Hwy A1A, Unit 14-6
Fort Pierce, Florida 34949

From: [Michael Swan](#)
To: AAF_Comments@vrb.com
Subject: Objection to High Speed Rail in Indian River County, Florida
Date: Tuesday, December 2, 2014 5:45:14 PM
Attachments: [image006.png](#)

Dear AAF

I am opposed to the proposed High Speed Trains that are being proposed to run through Indian River County along the current FEC tracks.

The tracks have historically allowed the use of passenger and freight trains that have never travelled at the speeds being contemplated by the high speed trains. The current tracks are in the middle of high density populations and will not safely support a high speed train.

We do not allow any vehicles to travel at the rate of speed being proposed by the current project. The required safety measures for the multiple crossings have not been contemplated by the current proposal.

I ask that you deny the necessary permits for said project until the necessary safety and environmental issues are fully addressed.

Thank you,

Mike Swan

Michael J. Swan, Esq.



ROSSWAY SWAN TIERNEY BARRY, P.L.

**THE MODERN ONE BUILDING
2101 INDIAN RIVER BOULEVARD, SUITE 200
VERO BEACH, FL 32960-7701
TELEPHONE: (772) 231-4440 EXT. 108
FACSIMILE: (772) 231-4430**

**GABLES INTERNATIONAL PLAZA
2655 LE JEUNE ROAD, PENTHOUSE 1-C
CORAL GABLES, FL 33134
TELEPHONE: (305) 443-5020
FACSIMILE: (305) 443-0016**

mswan@verobeachlawyers.com



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From: [Sandra Wilcox](#)
To: AAF_Comments@vhb.com
Subject: Objections to AAF
Date: Wednesday, December 3, 2014 2:20:23 PM

We vehemently object to AAF. We live east of these tracks. There is nowhere we go where we don't cross these tracks:

our hospital, our doctors, even our grocery stores. All these passenger trains will divide the City of Stuart, as we're sure will be done to Hobe Sound. We believe our property values will drop, businesses will suffer and our way of life will be changed for the worse.

Millions of dollars were spent to refurbish old downtown Stuart, which is a thriving theater, dining and shopping mecca. These trains will isolate this historic gem. We suggest that someone from your department go downtown and see what chaos these trains will cause. (Take Colorado Avenue off Federal Highway.) And maybe that someone should do so when there's a theater event or at rush hour.

Another area that will be affected is Jensen Beach, also a thriving small business area. You get there by taking Jensen Beach Boulevard off Federal Highway.

One other consideration is the lawsuits derived when someone dies due to lack of emergency medical services because they didn't get to the hospital in time due to railroad crossing closures. Does the environmental impact study paid for by AAF cover that scenario?

We are not anti-passenger train service. But In the middle of the state, please. Or along Route 95 or the Florida Turnpike.

We sincerely hope these objections are duly noted and acted upon, especially the suggestion of a personal visit to downtown Stuart and Jensen Beach.

Milton and Sandra Wilcox

From: [J. Michael Gregson](#)
To: AAF_Comments@vfb.com
Cc: [Patrick Murphy](#)
Subject: On Board With All Aboard Florida
Date: Friday, September 19, 2014 3:49:06 PM

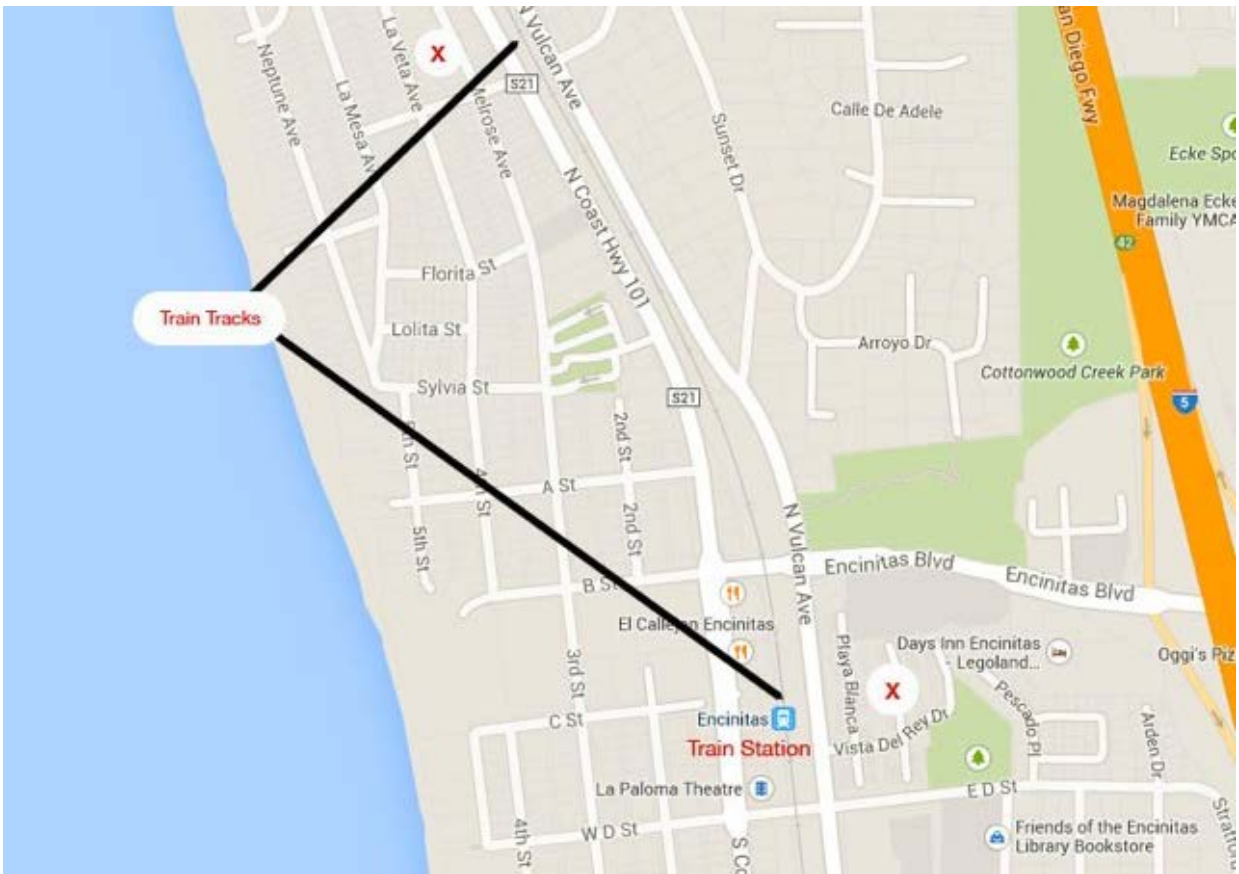
Good Afternoon,

I am writing this letter to affirm my support for All Aboard Florida. Please be aware that it is a vocal minority that are opposed to the train. Many of us in the technology and life science industries moving to the area are shocked at some of the opposition to something so vital. Coming from places like California and the Northeast, we are counting on the train to help evolve Florida's economic ecosystem. With the wide geographic differences between major city hubs in our state, the train will create new economic ties and opportunities from Miami to Orlando that do not exist now.

Florida's traffic congestion is growing and commutes are getting longer and more dangerous. The train will provide for safer highways and a more productive workforce (we also work on the train). Employees will be able to live farther from where they work in urban areas, while their kids grow up in nicer communities with better schools. In addition, those same families will be able to take day trips to many of our state's tourism sites that would be considered too far or too much of a hassle to travel to by car. Myself, I would be able to commute from Port St. Lucie to conferences in Miami or Orlando that I am not able to attend right now.

The major complaint I hear is that the trains will block an ambulance. Having lived next to the trains in coastal San Diego, I can tell you the commuter trains pass in minutes and do not affect emergency services. The people complaining about this are the ones not likely to be working or contributing to the state's economic growth. In fact, the train in San Diego goes through some very nice communities like Del Mar and La Jolla whose residents rely on the train instead of complaining about it.

Let me illustrate my point. Here a map where I use to live in San Diego, CA. The "X" donates the locations I lived and the blue area is the Pacific Ocean. As you can see my homes were very close to the trains that I interacted with on a daily basis. The homes in this area go start at \$1million. No one complains about the 1 minute wait as the train goes by.



Thanks for taking the time to read this. South Florida is changing rapidly and those of us in the technology and life science industries are growing in numbers.

I am also the founder of the Life Science & Technology HUB (LST HUB) here in South Florida and I invite you to come to one of our monthly events to meet them. Our next monthly event in Palm Beach Gardens is at the Waterway Cafe on the second Thursday of each month starting at 6pm. Let me know if you would like to attend.

Best regards,

Michael Gregson
President, CEO
WaveFront Health Technologies Inc.
Founder, Life Science Technology HUB
561-531-1161

Corrstat, the World's first interactive health and lifestyle information network platform
www.corrstat.com

Life Science & Technology HUB www.lsthub.org
Fort Lauderdale | Palm Beach

From: DMSWEENY@aol.com
To: AAF_Comments@vhb.com
Cc: susbnz@aol.com
Subject: Opinion on AAF
Date: Monday, December 1, 2014 9:01:42 AM

We've lived in Vero Beach since 1999 and have thoroughly enjoyed the quiet laid back nature of this ocean and lagoon based Central Fla community. When we first heard of the AAF proposal we were open-minded, assuming there'd be some positive aspects to it to counterbalance the negatives. We all know the negatives:

1. The noise of 32 speeding trains rumbling through our little city with whistles blowing will disrupt the tranquility every single day. If freight trains are added or extended, it will be even worse. This is not Miami or Orlando.
2. Nearly 1/2 of Vero Beach will not be able to get to our new heart center, emergency room or cancer center on a timely basis, healthcare assets for which we've invested over \$80 Million. Lives will be lost.
3. With 3 grade crossings per mile, the car, bike and pedestrian accidents and deaths will expand exponentially. What value do we put on those lives?
4. The cost of upgrading rail crossings will be borne by someone: us the local, county and state taxpayers.
5. The inconvenience of waiting in long car lines at rail crossings, with idling engines will certainly add to pollution and make us late for doctor school and business appointments, a real hit on quality of life.

Against this list of negatives, there must be some positives for Central Florida. But, we honestly cannot think of 1 !

Please do the right thing. If rails are required for passengers or freight, use the virtually empty center of the state or build a modern above ground monorail.

Thank you for listening,

Doug & Susanne Sweeny
5530 E Harbor Village River Drive
Vero Beach , FL 32967

From: [Judy Goolsby](#)
To: AAF_Comments@vnb.com
Subject: Opinion Page
Date: Thursday, October 16, 2014 9:25:13 AM

This is in response to Thomas Long's letter regarding the "Music of Today". Kudos to him for having the guts to express his opinion (and mine). Please don't tell me to 'just turn it off' as we have to endure the disgusting noise, lyrics(?) and gyrations in restaurants, stores, weddings etc. It seems the only way young people can get an opportunity to hear songs from the 20th century is if they are taking dance, skating, or legitimate music lessons. By legitimate, I don't mean learning 4 chords on a guitar.

You can criticize me for being 'not with it' (thank you), but can you imagine watching a spooky, romantic or a thriller movie and not having the music background going on? Try watching a movie at home and turn off the background sound. Do you feel the anticipation of an emotion from watching a movie now? Gee, it doesn't have the full impact, does it?

Also in reference to the lyrics and videos, well, 'crotchabilly' sounds like a genre that would work today. And, let's talk about dancing - together. How can you be held in someone's arms and have a romantic dance and whisper sweet lyrics in his/her ear? Will today's lyrics be remembered to bring back fond memories in your later years? Can you even 'hum' the so-called melodies?

Just my opin (and I know many others).

Judy Gibbs

From: MTMcGaulle@aol.com
To: AAF_Comments@vfb.com
Cc: MTMcGaulle@aol.com; srm1218chr@aol.com
Subject: Opposed to All Aboard Florida
Date: Monday, December 1, 2014 11:58:01 AM

Please register us as opposed to the "All Aboard Florida" plan to run several dozen per week of "high-speed" trains from Miami to Orlando through the Treasure Coast, particularly Vero Beach and other areas, for the following reasons, among the many already recorded with you:

- 1) the environmental impact of noise, the rumble of speeding fast trains and greatly increased number of freight trains;
- 2) the environmental impact of the delays to auto, bicycle and foot traffic at intersections in Vero Beach and other places, having additional effects including the results of idling vehicles, noise from the train alarms, dust, long-term vibrations to building foundations and the like;
- 3) the environmental impacts of the wetlands and parklands through which this routing would pass;
- 4) the larger impact of the costs imposed on local communities to upgrade warning signs and alarms and roadways will detract from other uses for which those dollars would be used, including parks and the like;
- 5) safety--safety of pedestrians, drivers and the like, as well as the safety of those impacted by held-up ambulances, fire equipment, and police.

Beyond these, there are other environment impacts that the AAF environmental study (paid for by AAF) does not address in its comparison of the proposed train route passing through communities with those of using the western route near I-95. I will not go into these, as the Vero Beach Press Journal of November 30 has pointed out these "gaps" in the report.-- as if whole segments of the proposed route does not exist, or exists only as vacant land . . . which is either incorrect or intentionally misleading.

For these reasons, we, as Vero Beach and Florida residents, ask your agency to turn down the All Aboard Florida plan.

Michael McGaulley
Susan McGaulley
Vero Beach, FL 32963

(As this letter may be a public record--and hence subject to data mining-- I prefer not to list our street address, though we can be reached for confirmation through the email.)

From: [Eve Tillman](#)
To: AAF_Comments@vhb.com
Subject: OPPOSE All Aboard Florida (AAF) high speed rail project
Date: Tuesday, December 2, 2014 7:32:22 PM

Please deny the All Aboard Florida (AAF) high speed rail project as currently proposed and configured. I have attended meetings and reviewed this proposal in detail and as a Martin County resident for over 25 years vehemently OPPOSE this high speed rail proposal. I concur with the findings that the DEIS failed to objectively and fairly evaluate the CSX Route Alternative (DEIS Figure 3.2-1), which would avoid most if not all of the negative impacts to Martin County residents and communities. The AAF-paid consultants simply rejected the CSX Route Alternative out-of-hand, citing speculative issues such as “the risk that CSX would not be willing to enter into” a shared use agreement for existing infrastructure and unsupported conclusions such as the CSX Route Alternative poses “the highest potential adverse direct and indirect impacts to wetlands and protected species.” (DEIS 3-7)

The Guardians of Martin County, Inc., strongly opposes the AAF project as proposed. The DEIS is replete with inaccurate, out-dated, speculative, and subjective material that appears to have been deliberately skewed by the drafters to support an unsustainable, critically flawed project.

The Guardians advocates consistency with the Martin County Comprehensive Growth Management Plan in all development throughout the County. The DEIS inaccurately states that the Plan was prepared by the **Martin County “Division of Community Planning.” (DEIS 4-4) There is no such agency within Martin County government.** The Plan was prepared by the Martin County Growth Management Department.

Please insist that the final EIS be delayed until supplemental and accurate information is provided that truly reflects the AAF project’s impacts on the population and communities along the projected route.

Sincerely,

Respectfully,
Eve Tillman

From: allergic@comcast.net
To: AAF_Comments@vfb.com
Cc: allergic@comcast.net
Subject: Oppose All Aboard Florida
Date: Tuesday, December 2, 2014 2:31:15 PM

I am writing to oppose "All Aboard Florida" as it stands. The only way to protect the public would be to move the rail west of I-95 in the Martin, St. Lucie and Indian River areas. As a resident of South Hutchinson Island in Ft. Pierce, I find this proposal dangerous. Between the Ft. Pierce South Bridge (only way off island) and the Stuart/Jensen Causeway there is an aging nuclear power plant. The current track is at the foot of South Bridge. In a disaster of any type thousands of people could be trapped on the island. These tracks also block people from accessing their hospitals.

It would be very foolish to endanger the lives of thousands for the convenience of a private corporation. AAF would only bring pollution and noise to this area. I ask you to deny access through our county. Respectfully, Betty Napier, 1358 Bayshore Dr., South Hutchinson Island, FL 34994

From: [Chris Falkenhagen](#)
To: AAF_Comments@vfb.com
Subject: Oppose All Aboard Florida
Date: Friday, October 31, 2014 9:20:54 AM

Sent from my iPad

From: klwillms@comcast.net
To: AAF_Comments@vhb.com
Subject: Oppose
Date: Wednesday, December 3, 2014 8:05:46 AM

Dear Sir(s)

I am writing to express our opposition to the proposed high speed railway proposed by All Aboard Florida. The amount of trains that are projected in conjunction with the amount of boats that currently shutdown the drawbridge, will shut down access to the mainland way to often. This will create an unneeded safety hazard for individuals on the island needing medical care.

In Addition to our adamant opposition to All Aboard Florida's proposal, we object to use of funds supported by taxpayers money.

Karl and Beth Williams
North Hutchison Island (Ft. Pierce)

From: [Joan Ann Brown](#)
To: AAF_Comments@vnb.com
Subject: Opposed to AAF
Date: Monday, October 27, 2014 10:33:36 AM

I am opposed to AAF for many reasons.

Joan Ann Brown
2273 SW Estella Ter
Palm City, FL 34990

From: [Bob Yanowsit](#)
To: AAF_Comments@vnb.com
Subject: opposed to AAF
Date: Thursday, October 30, 2014 7:13:24 PM

...As one of the first individuals to recognize the disaster that AAF is bringing to Vero Beach, one image keeps popping into my head. It is an image of the first high speed train crossing 12th Street with 30 cars on both sides of the rails waiting. The train is full of All Aboard Florida managers, owners, and executives . As they pass thru our many train crossings I observe all of them in the windows giving us the finger, saying we won and all you people are losers.

Yes, they virtually are giving all of us on the Treasure Coast and Space coast the finger, they have and will line their pockets with cash from investors and government loans before the inevitable bankruptcy. The rumble of passenger and freight trains in chasing people from their homes and businesses, their boats, favorite restaurants, doctors visits and the beaches.

These AAF people represent the worst of humanity, looming disaster physically, mentally and financially. Yet there are then dimwits among us who believe this is a great opportunity, maybe they can sit at the rails crossings and sell lemonade, they will have a captive group of parked cars, waiting, waiting, waiting.

RL Desocio

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www.capitolbird.org/pharma.html

From: [David Brown](#)
To: AAF_Comments@vfb.com
Subject: Opposed to AAF
Date: Monday, October 27, 2014 10:29:17 AM

I am a 70-year old senior citizen that has lived in Palm City, Florida, for over 15 years. I am opposed to AAF coming through Stuart, Florida, using tracks that are between my residence and the hospital that I must go to in emergencies.

David E. Brown
2273 SW Estella Ter
Palm City, FL
34990-3263

Phone: 772-485-1367
EMail: debrown1014@icloud.com

From: [Rgibbons5343](#)
To: AAF_Comments@vfb.com
Cc: rich.campbell@tcpalm.com
Subject: Opposed to All Aboard Florida expansion
Date: Sunday, November 30, 2014 8:56:53 AM

Mr. John Winkle
Federal Railroad Admin.
Washington DC

Mr. Winkle,

We, Robert & Brenda Gibbons, residents of Stuart Florida, are strongly opposed to All Aboard Florida (AAF/FEC) plans to exponentially increase rail traffic through Martin County Florida.

The Enviro Impact Study is a joke and ignores safety and economic impacts that will severely impact thousands of people living on both sides of the FEC tracks.

We have written to you of our opposition at length in letters to you, and we have written to the US Department of Transportation as well.

There are numerous safety and economic concerns, just to cite a few:

- * Major delays accessing hospitals and medical services for EMT's, Fire Department EMT vehicles, as well as thousands of people in need.
- * The bridge over St Lucie River at Stuart cannot handle the increased rail traffic without major deterioration and collapse.
- * High-speed train crossings will be a danger to auto traffic and nearby homes.

It would be far better to route this rail traffic on new rails west of the Florida Turnpike.

We URGE you to decline approval of AAF/FEC plans for increased trains on the existing, fragile rails.

Sincerely,

Robert & Brenda Gibbons
5343 SE Miles Grant Rd, #G-103
Stuart FL 34997

From: [Gary Rainey](#)
To: AAF_Comments@vnb.com
Subject: Opposed to All Aboard Florida
Date: Sunday, October 26, 2014 9:27:06 AM

I live in Port St Lucie and oppose the All Aboard Florida train because it will disrupt traffic, cause multiple traffic jams and jeopardize public safety due to delayed emergency responses, and offers no tangible benefit to the residents of St Lucie County.

Gary Rainey
Sent from my iPad mini

From: [Louise Cunha](#)
To: AAF_Comments@vfb.com
Subject: Opposed to All Aboard Florida
Date: Monday, October 27, 2014 7:18:08 AM
Attachments: [All Aboard Florida.pdf](#)
[ATT00001.htm](#)

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave., SE, Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

I am opposed to Florida East Coast Railway sending 32 All Aboard Florida passenger trains a day through the Treasure Coast downtown areas. I am opposed to the FRA's granting a \$1.6 billion loan for AAF.

PLEASE SEE MY ATTACHED LETTER.

Sincerely,

Louise T. Cunha

From: [Christine Moriarty](#)
To: AAF_Comments@vfb.com
Subject: Opposed to All Aboard Florida
Date: Thursday, October 30, 2014 1:20:39 PM

To whom it may concern at All Aboard Florida:

I am opposed and very concerned about the impact of the trains coming through the Stuart, Fl. area. The rail line goes right through our town, with the hospital being on the eastern side along the water.

There are freight trains that pass through on a daily basis that cause quite a back up every time they pass through but are usually only twice a day. The numerous proposed trips with All About Florida will really cause severe congestion. My biggest concern is the emergency vehicles trying to get to the hospital and/or physicians offices. Not to mention the loss of business to the restaurants and stores near by.

I would hope that you understand these concerns, as I am sure you would not care to have your loved one in an ambulance, waiting for a train to pass and traffic to clear, when every minute counts.

Thank you and please take into account the personal impact this will have on so many people.

Christine Moriarty
Palm City, Fl.

From: [Mike Boguth](#)
To: AAF_Comments@vnb.com
Subject: Opposed to All Aboard Florida
Date: Friday, October 31, 2014 7:17:38 AM

Dear Sirs:

The plan to run a high number of trains up the east coast of Florida is a plan that should not receive any financial loans or any other assistance from public funds. Nor should it receive authorization or approval from the Federal Railroad Assoc.

The negative effects on the populations of the many large towns along the route should be enough to stop this project. If the need is that great in the future for moving people, and freight, which is rarely talked about, then the companies will find a way to put a plan together to use tracks further west away from large population areas.

Don't allow AAF to turn the many towns along the east coast into slowly dying communities. That is exactly what will happen if allowed to proceed as businesses struggle and eventually fail, and home values slowly drop over the coming years.

Sincerely,

Michael Boguth

1357 NE Ocean Blvd. #301

Stuart, FL. 34996

Sent from my iPad

From: bosdan02@aol.com
To: AAF_Comments@vfb.com
Subject: Opposed to All Aboard Florida
Date: Monday, November 10, 2014 4:36:37 PM

To: John Winkle, FRA

Hi John,

As a resident of Stuart, FL, I am opposed to All Aboard Florida for the following reasons:

- 1) Safety: a) There are approximately 350 at grade crossings between Miami and Orlando, a distance of 235 miles. Very few of these will be sealed corridors. By comparison, Amtrak from Boston to Washington, DC, a distance of 400 miles, has only 11 at rail crossings; b) Delays to first responders due to increased freight traffic and AAF passenger trains.
- 2) Navigation and Marine Industry: a) Navigation via the Roosevelt Railroad Bridge will be greatly diminished by running several additional freight trains plus the AAF passenger trains, b) first responders in the Tequesta area must rely on the railroad bridges being up to access emergencies west of the tracks...Tequesta Mayor Abbey Brennan has voiced this concern many times.
- 3) Negative impact on endangered, threatened and vulnerable species: a) All three categories of species exist in the Jonathan Dickenson State Park. AAF plans to triple-track within the State Park.
- 4) Property values: a) The property values of homes west of the RR tracks in Stuart are already decreasing; b) Prospective home buyers who are also boaters are reluctant to look at properties west of the tracks.
- 5) Downtown Stuart: a) Downtown Stuart has seen a resurgence over the past few years. AAF higher-speed passenger trains and increased FECR freight trains will reverse this trend. Who wants to eat outside at the Gafford, or Luna restaurant while a passenger train is whizzing by at 80 to 100mph?

Based on the five aforementioned impacts, the overall quality of life will be diminished in Stuart.

Thank you,

Daniel J. McAuliffe
1950 SW Palm City Road
Stuart, FL 34994

From: [William Wink](#)
To: AAF_Comments@vfb.com
Subject: Opposed to All Aboard Florida
Date: Monday, December 1, 2014 7:14:33 AM

Dear Mr. Winkle,

My family of four is opposed to the development of All Aboard Florida. After studying this issue for several weeks, I have concluded this rail service will degrade our quality of life along with many people living in coastal south Florida.

Please do NOT start this railroad project.

Thank you.

William Wink. (Florida resident for 61 years.)

355 S. Ocean Drive

Fort Pierce, Fl. 34949

772 216. 3999

Sent from my iPad

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From: sphoskins@aol.com
To: AAF_Comments@vnb.com
Subject: Opposed to All Aboard Florida
Date: Tuesday, December 2, 2014 8:18:37 AM

Our family has lived on the same piece of property in St. Lucie Village for over one hundred years. The All Aboard Florida project will have a huge negative impact on our property and quality of life. The three rail lines proposed to run through St. Lucie Village will essentially cut St. Lucie Village off from the rest of the area with thirty-two passenger trains a day and long freight trains presumably using the third rail every day. Anyone coming into the Village or leaving the Village must cross over the railroad tracks.

We also own a business in downtown Fort Pierce. The thirty-two trains running down the middle of downtown daily will create a frustrating nightmare for our clients and probably will cause some clients to stop coming downtown.

We are adamantly opposed to All Aboard Florida.

Steve and Beth Hoskins

From: stardust-v42@juno.com
To: AAF_Comments@vnb.com
Subject: Opposed to All Aboard Florida
Date: Wednesday, December 3, 2014 12:26:26 PM

I (an my husband), residents of Vero Beach, Fl are greatly opposed to the planned All Aboard Florida. We do not believe that adequate consideration was given to the alternate routes that would move the track West of the cities of Stuart, Port St Lucie, Fort Pierce, Vero Beach and Sebastian. We believe that the Environmental Impact Statement is grossly deficient in it's assessment that there would be minimal impact in traversing the downtown infrastructure in these cities, to say nothing about the property value losses that will occur for so, so many people. Moving the track West would greatly mitigate the impact. Of course, with the hiring of the consulting firm that did the EIS by AAF, we do not expect any fair representation of the actual facts. The FRA should be ashamed of projecting this EIS as a fair analysis. Just follow the money as they say.

Further, the huge number of at-grade crossings on the proposed route is just ludicrous. (something like 11,000 crossings per day!!). And with the inevitable addition of more and more freight trains, the delay at crossings will only get worse. How many emergency vehicle crossings are projected to be delayed with the planned route vs moving the route West away from populated areas?

And the nautical impact is also not fair to a large segment of the population in this area that do recreational boating, especially in the Stuart area. The US Coast Guard should be taking a positive stand against more bridge opening delays.

I do not believe that adequate consideration was given in the EIS to endangered species, for example the Scrub Jay.

Sincerely

Susan Stockman
7300 20th Street
Vero Beach, Fl 32966

Apple's Crazy New Gizmo

Forget the iPhone 6. Next hit Apple product leaked. (see picture)
fool.com

From: [Kate](#)
To: john.wrinkle@dot.gov
Subject: Opposed to All Aboard Florida
Date: Wednesday, December 3, 2014 5:39:30 PM

As residents of Hobe Sound, Florida, we are very opposed to the increased railroad traffic that All Aboard Florida would bring to our community. There will be no benefit to Hobe Sound, and in fact, it will negatively impact all the businesses along Old Dixie Highway. Ambulances and Fire engines may have to wait life-threatening minutes to reach our homes. This Railroad should go west of our communities. There is too much danger involved in bringing so many high-speed trains and extra freight trains through Hobe Sound. Katharine Miller and William Miller, 103 River Rd., Hobe Sound, FL 33455

From: [Katherine Miller](#)
To: AAF_Comments@vfb.com
Subject: Opposed to All Aboard Florida
Date: Saturday, October 25, 2014 4:36:37 PM

As a residents of Jupiter Island, trying to get to the mainland, we frequently wait for the draw bridge while boats go through. We wait for about 27 freight trains a day. With All aboard Florida we will wait for an additional 32 passenger trains. While this is a major problem for those of us living on Jupiter Island, a more serious and life threatening issue is the inability of emergency services to get to and from the Island. Do not allow this to happen! For All Aboard Fla to be a reasonable transportation option, tracks must be built further west so they do not endanger cities along the coast. Katharine and William Miller, 103 River Rd, Hobe Sound, FL 33455

From: mcsmac@comcast.net
To: A4F_Comments@vubt.com
Cc: [mcsmac](#)
Subject: opposed to All Aboard Florida
Date: Tuesday, December 2, 2014 8:39:44 PM

For the good people of the Treasure Coast, All Aboard Florida is a really, really BAD idea on so many levels.

The railroad company planned this in secret for years, then spend months trying to 'hookwink' us into thinking this is all about passenger service. They think we are stupid. Actually, we care very much about our towns and the quality of life we enjoy now which is why we are so opposed to this dangerous and disasterous project.

A recent guest column by Richard Geisinger Jr in the Stuart Times tells more eloquently than I can express many of the issues of grave concern to the Treasure Coast. It follows below.

COMMENTARY

All Aboard Florida raises many grave concerns

■ Rail project one of the greatest threats to our quality of life

The Martin County Taxpayers Association has reviewed the environmental impact statement for All Aboard Florida's high-speed passenger rail service from Miami to Orlando. Our position against the rail system is widely known; this report raises some additional concerns.

The environmental impact statement raises two key issues of great concern to us. First, the study was completed by consultants hired by the rail company. Second, the study sidesteps the issue of the impact of increased freight — a key element of the proposed rail system.

In response to these concerns, we have written a detailed letter to John Winkle at the Federal Railroad Administration expressing our concerns about the study and the omission of the freight issue. With the millions invested in the expansion of the Port of Miami and the Panama Canal, Florida East Coast Industries — the parent company of All Aboard — greatly will benefit from the significant increase in freight traffic, in addition to the passenger train traffic. Not too surprisingly, AAF

**RICHARD
GEISINGER JR.**

GUEST COLUMNIST

has not responded to our comments and chooses to try to dissociate itself from the freight issue as if it did not exist.

Without repeating all of our previously stated objections, we wish to remind taxpayers there are only two significant rail systems in Florida — and both are losing money and being subsidized. Therefore, we have no reason to believe the AAF project will be successful, generate a profit and keep taxpayers off the hook. What is so onerous about the AAF plan is the idea of borrowing \$1.6 billion to invest in a high-risk venture such as a high-speed passenger service and expect it will make a profit.

A statement in the federal report that is highly suspect is the comment "the project will have an overall beneficial effect on the public health, safety and security in the rail corridor." This begs the question: Did anyone speak to the residents north of Palm Beach? Imagine 32

high-speed trains per day barreling through downtown Stuart with only one bridge crossing the St. Lucie River. They will use existing tracks already carrying freight that will increase to 52 closings a day.

This will create a negative impact on emergency vehicles, patients and physicians traveling to our community's hospitals. Our security personnel will have the same challenge. The train bridge over the St. Lucie River takes approximately 20 minutes to open and close, and there are no plans to double that track or improve the bridge. As a result, trains will be backed up along the double and triple tracks (planned for the Monterey crossing) waiting for the trains coming from the other direction to pass.

The report also states the Indian Street and Monterey crossings are the only areas that will have expected traffic delays. How about Confusion Corner, First Street in downtown Stuart and Jensen Beach Boulevard?

Another huge travesty is the marine traffic issue with the bridge crossing the St. Lucie River. If the

train bridge is in the down position for even the 32 crossings, it will be closed for more than 10 hours per day. This is unacceptable for our residents, as well as our marine industries. Keep in mind the St. Lucie Canal is the only crossstate canal system, which provides transportation for freight and pleasure crafts.

Finally, AAF also has stated it is seeking private financing. Most important, however, it has not withdrawn its application to receive \$1.6 billion from the federal government.

There is limited time to send our concerns to the FRA. If you want to make a difference, please write to John Winkle, Federal Railroad Administration, 1200 New Jersey Ave. S.E., Room W38-311, Washington, D.C. 20590; or visit Florida Not All Aboard's website for additional information.

We believe this is the one of the greatest threats to our quality of life in Martin County, second only to the threat against our rivers and estuaries.

For more information on the Martin County Taxpayers Association, including membership, please visit our website: mctaxpayers.org.

Thank you,

Mildred S. MacKenzie
4151 SE Paul Terrace
Stuart FL 34997

From: [sdurjan](#)
To: AAF_Comments@vfb.com
Subject: OPPOSED TO ALL ABOARD FLORIDA
Date: Wednesday, December 3, 2014 10:53:10 AM

This project is being shoved down our throats against our will! Our historic downtown is within 100 feet of the FECR tracks! Our community hospital is located on the waterfront downtown and must be accessed by crossing the tracks! This will be disastrous trying to get critically ill and injured people to the hospital quickly. My husband is a retired Lt.firefighter with MCFR, I am a critical care nurse. This will cost lives! We have a large population of boating and fishing enthusiasts, including commercial fishing that will be affected by the train draw bridge going up all day long!

I would beg you to please not destroy our community and negatively affect us in so many ways!

Sincerely,
Susan Durjan
Palm City, FL

1200 New Jersey Avenue SE
Room W38-311
Washington, DC 20590

Re: All Aboard Florida Draft Environmental Impact Statement and Section 4(f)
Evaluation

Dear Mr. Winkle:

The Guardians of Martin County, Inc., a 501(c)(3) organization which has promoted a safe and healthy environment and the unique quality of life for Martin County residents for more than a decade, objects to the All Aboard Florida (AAF) high speed rail project as currently proposed and configured and submits comments with respect to the following categories evaluated in the Draft Environmental Impact Statement (DEIS): Communities and Demographics (Social and Economic Community Impacts), Economic Conditions, Environmental Justice, Navigation, Public Health & Safety, Threatened and Endangered Species, Wetlands and Water Resources.

Introduction

Martin County is located within the North-South Corridor (N-S Corridor) identified on Page 4-1 of the DEIS. The County is located approximately 40 miles north of West Palm Beach and has an estimated population of 151,263 based on 2013 U.S. Census Bureau projections.

Since there are no station stops planned between West Palm Beach and Orlando, Martin County residents will gain no benefits from 32 new trains a day traveling at high speed through our community (along with an additional 12 to 14 freight trains). AAF will cause economic harm and create safety, environmental, noise, and navigation hazards that Martin County residents do not currently face.

The stated purpose of the Environmental Impact Statement is to “disclose the environmental consequences” of the proposed AAF project “and to inform decision-makers and the public of any reasonable alternatives that would avoid or minimize adverse impacts to the natural or human environment.” The Draft EIS that was drafted by consultants who were paid by AAF fails to serve this purpose. It contains inadequate, incomplete, and inaccurate information that must be supplemented and corrected before decision-makers and the public may fully evaluate the impacts of the proposed AAF project.

Communities and Demographics (Social and Economic Community Impacts)

AAF will have serious negative social and economic community impacts within Martin County.

Incredibly, the DEIS completely omits Martin County and two incorporated municipalities which are crossed by the project in its discussion of Communities and Demographics. (DEIS 4-103 through 4-105).

The City of Stuart, which is the County’s largest incorporated municipality (pop. est. 15,975) and is the County Seat for Martin County, is not mentioned in the DEIS report of impacts of the project on municipalities, although there are 10 at grade crossings in the city. The Town of Ocean Breeze, also an incorporated municipality within Martin County (pop. est. 463) which, like the City of Stuart, is literally bisected by the project, has also been omitted.

Many of the City’s cultural resources, including the historic Lyric Theater, which is listed on the National Register of Historic Places, and the Stuart Heritage Museum are within 100 feet of the FECR tracks.

Comments submitted by the City of Stuart and Martin County address these issues in detail.

The Guardians of Martin County question the viability of the DEIS evaluation of Communities and Demographics affected by the AAF project when the largest incorporated municipality in the County and, in fact, all of Martin County is glaringly absent from the examination of these issues. The omission of Martin County, the City of Stuart, and the Town of Ocean Breeze from the DEIS evaluation of Communities and Demographics raises serious concerns about the thoroughness and veracity of the entire proposed EIS.

Another glaringly false and absurd statement with respect to the impact of the project on communities is the assurance in the DEIS that AAF “would benefit elderly and handicapped individuals by providing a transportation option that will enhance

mobility and livability in their communities.” (DEIS 5-135)

Martin County has the highest percentage of elderly residents (28.9%) of any community within the N-S Corridor. Without any stops in Martin County, there is not a single “transportation option” provided by AAF to elderly and handicapped individuals. AAF not only fails to “enhance mobility and livability” in Martin County communities for elderly and handicapped residents, the project promises severe disruption to communities in which the elderly and handicapped reside and poses potential life-threatening risks.

Economic Conditions

Because the AAF project literally divides Martin County into two sections – that section east of the FECR tracks and that section west of the tracks – the project creates a severe threat to the economic survival of small businesses that rely on customers to cross the tracks for access.

Numerous small shops, restaurants, plants, groceries, and other business outlets are located adjacent to or near the FECR tracks. Fast and safe access across the tracks is not assured by the project, threatening the customer base of many of these small businesses, especially in the unincorporated areas of Port Salerno, Hobe Sound, Golden Gate and Jensen Beach and the incorporated municipality of Stuart, which encompasses the minority community of East Stuart.

Martin County has five “community redevelopment areas” (CRAs) which will be impacted by the project. None of the CRAs are identified or discussed in the DEIS. The Jensen Beach, Rio, Golden Gate, Port Salerno and Hobe Sound CRAs all are adjacent to or bisected by the FECR tracks. CRAs are statutorily created areas designed to eliminate blight, provide affordable housing, and generate economic development and stability within the communities where they are established. The DEIS fails to consider the project’s negative impacts to Martin County’s CRAs, such as the effect of lower property values caused by AAF on the Tax Increment Financing methodology that is used to finance and maintain CRA operations.

The economic benefits of the project touted by the DEIS are limited to temporary construction work in creating new infrastructure in Martin County.

The DEIS analysis that no job loss or neighborhood fragmentation will result from the project (DEIS S-17) is not borne out by the experience of small business owners and residents in the project area, especially those adjacent to or in close proximity to the FECR tracks.

Severe economic damage to existing small businesses will be long-lasting or permanent. It is likely some will not survive the onslaught of increased train traffic that will block access to their businesses and create hazardous conditions for their customers trying to cross the tracks.

Environmental Justice

The DEIS fails to identify, quantify, or describe minority and low-income populations in Martin County that are disproportionately impacted by the negative impacts of the AAF project.

The County's minority and low-income populations are, as in many other communities, situated closest to the project and are frequently bisected by the FECR tracks.

The East Stuart community within the City of Stuart is historically African-American. East Stuart hosts two at grade crossings – at Florida Street and A1A (Dixie Highway) and at Decker and A1A. The tracks separate a densely populated residential area from the commercial area, and it is common for residents – especially children – to walk or ride their bikes across the tracks several times a day. One of the most beloved and utilized organizations within the East Stuart community, the Gertrude Walden Child Care Center, which provides services for low-income and minority parents and children, is located in the immediate vicinity of the project.

Similar situations exist in the Port Salerno, Hobe Sound and Golden Gate, where public schools, athletic fields, parks and youth centers such as the Boys and Girls' Club are located in close proximity to the project. These communities have a high level of minority residents and businesses who are disproportionately impacted by the project, which does not directly impact the more affluent communities within the County which are not located as near the FECR tracks.

Among the negative effects of AAF on communities with higher percentages of low-income, minority, and elderly residents is the certainty that delay will be encountered by emergency vehicles crossing the FECR tracks to access emergency medical care.

Martin Memorial Medical Center, the largest medical care provider in Martin County (and also one of the largest employers in the County), has submitted comments objecting to the project noting that emergency responders throughout Martin County already "face a unique burden from existing freight traffic" on the "rail line [which] slices through the center of" the community.

Where the elderly and the very young live and congregate near the FECR tracks, the emergency access burden is of special concern and likely to result in tragic consequences. As the CEO of Martin Memorial Medical Center noted, even if delays caused by increased train traffic at crossings throughout the community are brief, "seconds can truly mean the difference between life and death."

In low-income and minority communities, foot and bicycle traffic across the railroad tracks is common and presents additional disproportionate dangers to these residents.

Property values in lower-income areas are already depressed and will be further depressed by the proximity of the project. Noise and vibration from increased train traffic will disproportionately impact low-income and minority communities located closest to the FECR tracks.

Navigation

Numerous comments have been submitted regarding the serious negative impacts to navigation caused by the project and the failure of the DEIS to adequately and accurately address these concerns. The Guardians of Martin County, Inc., joins the marine industry, local governments, and boaters throughout the County in objecting to the project as it relates to navigation.

The information contained in the DEIS is indisputably inaccurate with respect to the number of vessels which pass through the St. Lucie River bridge. Comments submitted by Martin County include accurate counts of vessels passing through the bridge during the week and on weekends, reflecting more than twice as many vessels as the DEIS estimates.

Delays in allowing marine traffic to navigate through the St. Lucie River bridge opening will affect boater safety as well as property values for waterfront properties that lie to the west of the bridge. Commercial marinas and docks that require boaters to navigate through the bridge with longer and more frequent closures also will be severely impacted by the project.

Public Health & Safety

The DEIS fails to acknowledge that Fire Rescue and evacuation routes will be hampered by the project throughout Martin County.

Even in more affluent communities such as Jupiter Island and Sewall's Point, there will be increased delays in the ability of emergency responders to reach the medical center located across the FECR tracks. Both the City of Stuart and Martin County, which contracts with other municipalities to provide fire rescue services, project serious increases in emergency response times due to increased train traffic and crossing closures.

Delays of as much as an additional 45 minutes are projected for evacuation in the event of an emergency at the St. Lucie Nuclear Power Plant on Hutchinson Island just north of Martin County. All evacuation routes are crossed by FECR tracks. In the event of other emergencies or weather events that require evacuation, increased train traffic will generate still more delays.

Pedestrian crossings which are frequently used throughout the County, especially in low-income and minority areas, will be even more dangerous with not only a higher number of trains on the tracks each day but increased speed of approaching trains. Pedestrians used to gauging the time available to cross the tracks based on the slower speed of freight trains will face significantly less crossing time with high-speed passenger trains approaching.

Threatened and Endangered Species

The DEIS discounts any impacts to threatened and endangered species and inaccurately states that no such species will be affected by the project.

The project passes through Jonathan Dickinson State Park (JDSP) in Martin County, which is the site of a number of resources which are not even mentioned in the DEIS. The Florida Division of Recreation and Parks (DRP) has submitted comments identifying species which will likely be impacted, such as perforated reindeer lichen (*Cladonia perforata*) located within the right-of-way and Curtiss' milkweed (*Asclepias curtissi*).

The Division notes that the federally protected eastern indigo snake has habitat within the N-S Corridor that will be impacted, as well as the Florida scrub jay, gopher tortoise, gopher frog, and Florida mouse. The gopher frog is especially likely to cross back and forth across the tracks in the park to travel between scrub habitat and wetlands breeding grounds.

Expansion of the tracks through JDSP will impact Florida scrub jay habitat as well as gopher tortoise on site.

More frequent closings of the rail crossing within JDSP will have severe negative impacts since the park has only one public access road. Emergency vehicles, campers, and day visitors could be trapped in the western part of the park during closures.

The DPR has submitted extensive and detailed comments addressing these issues.

Wetlands and Water Resources

As with other environmental impacts, the DEIS minimizes damage to wetlands and water resources resulting from the proposed project.

Comments submitted by Martin County detail serious concerns, including potential impacts to the Northwest Fork of the Loxahatchee River, which is federally designated as a Wild and Scenic River. The DEIS brushes off such concerns, suggesting that the lack of proximity to the FECR tracks eliminates or minimizes them. The entire Loxahatchee River watershed is a significant ecological complex, however, that provides unique habitat for endangered, threatened and migratory birds that travel throughout the area, including within the right-of-way.

Overall impacts to wetlands throughout the project area have not been quantified or addressed by the DEIS, which discusses mitigation of these impacts without acknowledging Martin County's special protections for all wetlands. Insufficient data is provided for an accurate evaluation of the project's wetlands impacts.

Impacts to water resources are being considered by the U.S. Army Corps of Engineers; however, the Corps has yet to schedule public hearings which have been requested by the Guardians of Martin County, Inc., as well as Martin County and other governmental agencies.

It is inevitable that impacts to manatee, protected seagrasses, and other marine life will be severe as a result of increased train traffic resulting in increased bridge

closures producing more vessels queuing up to navigate through the bridge.

Conclusion

The DEIS failed to objectively and fairly evaluate the CSX Route Alternative (DEIS Figure 3.2-1), which would avoid most if not all of the negative impacts to Martin County residents and communities. The AAF-paid consultants simply rejected the CSX Route Alternative out-of-hand, citing speculative issues such as “the risk that CSX would not be willing to enter into” a shared use agreement for existing infrastructure and unsupported conclusions such as the CSX Route Alternative poses “the highest potential adverse direct and indirect impacts to wetlands and protected species.” (DEIS 3-7)

The Guardians of Martin County, Inc., strongly opposes the AAF project as proposed. The DEIS is replete with inaccurate, out-dated, speculative, and subjective material that appears to have been deliberately skewed by the drafters to support an unsustainable, critically flawed project.

The Guardians advocates consistency with the Martin County Comprehensive Growth Management Plan in all development throughout the County. The DEIS inaccurately states that the Plan was prepared by the Martin County “Division of Community Planning.” (DEIS 4-4) There is no such agency within Martin County government. The Plan was prepared by the Martin County Growth Management Department.

Please insist that the final EIS be delayed until supplemental and accurate information is provided that truly reflects the AAF project’s impacts on the population and communities along the projected route.

Sincerely,

Peter H. Conze, Jr., President
The Guardians of Martin County, Inc.
www.theguardiansofmartincounty.com
Prepared by Virginia P. Sherlock, Esq.
Counsel to The Guardians of Martin County, Inc.

From: [Matt Huey](#)
To: AAF_Comments@vfb.com
Subject: Opposed To All Aboard Florida
Date: Wednesday, December 3, 2014 7:48:11 PM

I would like to voice my opposition to the plans of All Aboard Florida to implement high speed rail service along the east coast of Florida.

This service will be a disruption to communities.

Orlando to Miami high speed rail, if implemented, would be much better served by utilizing Florida Turnpike and/or I-95 rights-of-way.

I also believe the review process has been skewed in the favor of All Aboard Florida.

Sincerely,
James Huey
2025 Buena Vista Blvd.
Vero Beach Fl 32960

From: [Marina Stenhoj](#)
To: AAF_Comments@vzb.com
Subject: Opposed to High Speed Passenger Train Service
Date: Monday, December 1, 2014 3:09:22 PM

Attn: John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, DC 20590

To Whom it may concern,

I wish to voice my opposition to the planned high speed train which will travel through Stuart 32 times daily on its way between Miami and Orlando.

All Aboard Florida have announced that they wish to use the existing track and travel straight through downtown Stuart. The negative impact at the rail crossings will be substantial, and I anticipate traffic tie-ups and gridlock all through the Treasure Coast as a result of the closings.

The speed at which the trains will travel is also a great concern. I do not believe that AAF will be able to secure the tracks sufficiently, and I fear for the safety of both people and animals.

The repeated closings of the Roosevelt rail bridge across the St. Lucie river is yet another issue. Boaters will be allowed very little time during which to pass through the bridge, and this will negatively impact the marine industry as well as the property values for both private homes and businesses.

I fail to see any positive effects of the passenger trains. I question that the service will see sufficient ridership to make it a profitable undertaking. I do not know of any other passenger train operation that is profitable. On the contrary, I'm aware of many that run at a loss.

Suppose that someone did ride the train between Miami and Orlando. What will this passenger do once he or she reaches the destination? The infrastructure is not ready for this project and people will get "stranded" at the end stations, and will end up renting a car anyway to venture out from the station. I also believe that most passengers would find it cheaper to rent a car and not use the train, based on the rates published in the local papers. If you are just a few people traveling together, taking the train will be substantially more expensive than driving yourself, or renting a car.

My husband and I have lived in Stuart for the last 15 years, and we love this community. We fear that our town will be "cut in half" by the train. The emergency response time is a great worry in light of the many gate closings. We are currently discussing if it is best to sell our home now, or risk a decline in property value, which, we are certain, will happen once the quality of small town living will be destroyed by the trains.

For me to support a passenger train connection, it would have to be moved west, either to run on the existing westerly track or on a newly built western track.

I am a believer in public transportation, however I cannot see the benefit of this project. The passenger trains will disrupt the lives of the Treasure Coast residents and cause severe traffic issues, both on land and on water.

Please do not bring the passenger trains through downtown, but move them west to sparsely populated land, if such an operation is to be considered.

I thank you for reading my comments with an open mind, and with consideration for the damage you risk causing by forcing this upon us.

Sincerely,

Marina Stenhej

DANCO SPORTS, INC.

106 Hillcrest Drive
Stuart, FL 34996

772-219-2570 TEL

772-334-4196 FAX

772-475-4752 CELL

From: [Peter Sarasek](#)
To: AAF_Comments@vhb.com
Cc: plynch300@gmail.com
Subject: Opposed to High Speed Trains along US1 on the Treasure Coast of Florida
Date: Monday, December 1, 2014 9:44:49 PM

We are full-time residents and taxpayers of Indian River County. We are writing to urge the Federal Railroad Administration to more fully evaluate the impact of high speed trains in excess of 100 mph barreling down unprotected tracks of the Florida East Coast Railway in communities located along the Treasure Coast. We regularly travel through our hometown of Vero Beach, and neighboring Sebastian, and we further travel regularly through Melbourne. All of these cities have large populations, with much traffic regularly crossing the FEC Rwy tracks. Encouraging FEC Rwy with public funding to run its high speed passenger trains along this route makes no sense, and will result in many future casualties. If a car crossing the tracks does not collide with these trains, surely individuals walking along the tracks will meet that fate.

We urge the Federal Railroad Commission to instead require, as a condition to any public financial assistance to FEC Rwy, that Florida East Coast Railway run its trains along the current freight tracks located in unpopulated areas in Indian River County along I-95 and the Florida Turnpike, instead of along US 1 through highly populated communities. We believe the impact study commissioned by FEC Rwy for this high-speed train project is deficient in that (1) it does not attempt to evaluate the impact of these trains upon the densely-populated areas of Indian River County (including Fort Pierce, Vero Beach, and Sebastian, in particular), (2) it does not evaluate any safety issues or crossing upgrades that should be required for this type of project, (3) it does not comment on the delays to medical vehicles traveling to Indian River Medical Center or Sebastian River Medical Center which will need to wait for trains to pass before they can cross the tracks safely, and (4) it is silent about the additional noise that will affect the population of this already congested area.

We are adamantly opposed to this project, to the extent it would run through populated areas of eastern Indian River County, instead of unpopulated areas of western Indian River County.

Peter A. Sarasek
Peggy A. Lynch
1233 W Island Club Square
Vero Beach, Florida 32963

From: STINEGOLF@aol.com
To: AAF_Comments@vhb.com
Subject: Opposed to the All Aboard trains
Date: Monday, December 1, 2014 8:31:50 AM

Please take into account the overwhelming impact, inconvenience and likely tragedies that will occur with the All Aboard.

Please take into account if you lived in one of the communities that will have to endure all these trains on a daily basis.

Please take into account the noise and pollution these trains will cause.

Please take into account the delay of emergency vehicles waiting on these trains.

Please take into account the communities that will have to be burdened by the trains without having any direct benefit.

You must listen to the people who are affected by these trains and not just by the people who will profit from them.

Please STOP the All Aboard trains.

Tom and Kate Stine
4702 SE Cheerio Way
Stuart, FL 34997

From: [Garrin Evan](#)
To: AAF_Comments@vfb.com
Subject: Opposed! All Aboard Florida
Date: Saturday, October 18, 2014 9:40:33 AM

I'm not at all aboard with All Aboard Florida's rail plan. I live in Boca Raton, where I am already subject to railroad noise day and night at Mizner Park.

To think that there will be even more rail traffic - with the mandatory oncoming train warnings in the middle of the night - isn't going to help me sleep any better than I am today.

I would like to know how folks like myself are going to benefit from this project?? I see zero benefit. Keep it out of my neighborhood.

Thanks,
Garrin Hirschhorn
Boca Raton, FL

From: [Ann Marie](#)
To: AAF_Comments@vfb.com
Subject: Opposing All Aboard Florida
Date: Monday, October 13, 2014 2:13:48 PM

We are against All Aboard Florida here in Sebastian Fl.

Why in the world are you people thinking of going through so many towns here on the east coast when after you leave West Palm your projected route has only one other stop and that is in Orlando. There are other rail lines that go through the central part of Florida that don't affect as many towns so safety, speed, local traffic interruptions will not be affected. We have many children that must walk over these rail lines to and from school, not to mention all the fire, police and emergency vehicles that have limit options for responding to needs of the town. The speed you are planning on going at is way to high to go through small towns and what about the current rails that are here? We heard that you would need to put in new rails that would accommate the train so what happens to all the freight trains that currently use our tracks? Are you suggesting that all the freight companies change their trains?

Whoever thought of this idea of using the east coast to get into Orlando is not using the brains God has given them. I guess you can say this is more of a "whose pockets get filled" by going via the east coast small towns instead of the safety and well fare of the people who live in these areas.

One other question - how many lives will have to be lost because of your proposed train route before anyone realizes that this was a very bad idea? And don't think we don't know who is going to be footing the bill for all your expenses.

How much of your own personal money will be used for your project? Will it be as much as we will be paying?

Ann Marie Rimondi
Sebastian Fl

From: [Laura McBride](#)
To: AAF_Comments@vhb.com
Subject: Opposing increase in trains traveling through Martin County
Date: Wednesday, December 3, 2014 9:29:34 PM

I have owned a home approximately 2 miles north of downtown Stuart and east of US Highway 1 since 1989.

I hear and feel the vibration of the current trains traveling through the area even with my windows closed. The addition of the "NEW" Roosevelt Bridge has not lessened the back-up of traffic on US 1 traveling north or south through the county. Anytime a train travels through town during the day, 7 days a week, everyone attempting to head east from US1/Federal Hwy is impacted by stopped traffic flow and backed up turn lanes extending to the highway on every street near downtown Stuart. Downtown Stuart is also know for "Confusion Corner", where 8 streets intervene the center of which the railroad track run. <http://www.visitflorida.com/en-us/articles/2014/freelance/downtown-stuart-winston.html> along with other historic buildings and local theater, shops, restaurants and pedestrian traffic, shuttle cars, moped rentals, open air concerts, farmers markets....

The above may seem more of an inconvenience to you, the major issue is the fact that the county hospital courthouse, police station are all located on the opposite side of the tracks from all major roads in the county.

Every person is aware, unless you choose to ignore the health and safety of human life that "seconds count" in a medical emergency. I've said countless prayers each time I see an ambulance stopped due to a train wondering if the person inside will live due to the delay in treatment.

Laura McBride

Laura

From: gloria.113@comcast.net
To: AAF_Comments@vfb.com
Subject: Opposition comments to AAF Florida East Coast
Date: Wednesday, December 3, 2014 1:09:52 PM
Attachments: [AAF November 2014.docx](#)

Attached is letter in opposition to AAF plans to establish a passenger service from MIA to MCO with no benefit to the majority of the territory covered and maximum threat to business and residential life. We see this as a multi-level threat to the growth and prosperity of the Treasure and Space coasts. Thank you for taking the time to read my letter. Gloria Neibauer

From: [Paul Popson](#)
To: AAF_Comments@vzb.com
Subject: Opposition to AAF Proposal
Date: Sunday, October 26, 2014 4:34:18 PM

My interest lies in preserving our town and it's life style and to protecting our residents and our environment. The impact statement uses phrases such as " would result in some degradation", vibration events "(approximately doubling)", reducing noise "in comparison" to "the No-Action Alternative". These are not favorable comments. Nor do they favor the projects implementation.

Furthermore, delays at crossings and the movable bridges over navigable waters, " Under all Action Alternatives", "would be closed more frequently".

While the FRA is committed to ensuring compliance with federal standards and regulations it also has the obligation to protect the public from projects which will have adverse affects on the safety and wellbeing of the general population.

It is clear that the Environmental Impact Statement confirms the concerns of those opposing the All Aboard Florida proposal and for this reason alone should result in it's denial.

Alternatives exist west of the N-S Corridor that would provide the positive impacts to State, Local and Federal economies without endangering the environment, public and current growth initiatives already underway.

Respectfully Submitted, Paul D. Popson 415 NW North River Drive Unit 201 Stuart, FL 34994

From: [George Hamaty](#)
To: AAF_Comments@vnb.com
Subject: Opposition to AAF
Date: Tuesday, October 28, 2014 9:22:45 AM

I fully support the need for a train route from Miami to Orlando . However , the route chosen is fraught with problems . Rather than to enumerate the ones that have already been stated I would simply like to detail one . If an accident were to occur dealing with children the company would be hit by lawsuits that could potentially shut the system down . The press coverage alone could be something you would never recover from . The financial penalties handed down from lawsuits would bankrupt the railroad . At issue would be using tracks that were 110 years old to carry 21st century trains speeding up to 100 plus miles per hour . This all occurring while traveling through populated areas . Several of these locales being located in low income areas . The most compelling argument put forth by attorneys for various plaintiffs would be that there were alternatives routes that were passed over that could have easily accommodated the route to Orlando . Each day these trains run you will be left holding your breath waiting to see if a horrible accident happens . What a way for a company to have to operate . For the well being of all I implore you to consider a route to the west of the proposed one .

From: [Richard & Sandra Wallace](#)
To: AAF_Comments@vhb.com
Subject: Opposition to All Aboard Florida Intercity Passenger Rail
Date: Saturday, November 8, 2014 5:11:38 AM

November 8, 2014

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Ave, SE, Room W38-311

Washington, D.C. 20590

RE: All Aboard Florida Intercity Passenger Rail, DEIS

Dear Mr. Winkle:

I am writing to express my strong opposition to the development of the proposed All Aboard Florida Intercity Passenger Rail Project for the following reasons:

1. Safety: As pointed out at the environmental impact meeting on Nov. 6 in Port St. Lucie, Fl., there are 4 hospitals that will be cut off from emergency vehicles by the 49 trains that will be traveling these rails each day - Jupiter Hospital, Jupiter, FL; Martin Memorial Hospital, Stuart, Fl; Cape Canaveral Hospital, Cape Canaveral, Fl; and Weusthoff Hospital, Rockledge, Fl. It was projected that the trains will impede traffic by 7.8 hours just on the weekend, considerably more during the week. In addition marine emergency services will be impacted by those 49 trains passing over bridge openings. The environmental impact study does not adequately weigh the cost of human lives and impact on emergency services against tourism benefits.

2. Impact on the Communities : There are 24 existing bridges between Miami and Rte 528 in Brevard County with 4 additional bridges to be built on the Rte 528 corridor to Orlando. While the All Aboard Florida operation could lease track from CSX in the central part of the state that would have limited effect on commercial & recreational marine activity and limit the safety issues related to hospitals, they have chosen to take this passenger train through a heavily trafficked residential, commercial and popular tourist areas.

3. Economic: The substantial cost to meet federal regulations for Quiet Zones must be met by local governments while, at the same time, these passenger rails traveling through these areas will decrease the economic activity from those currently traveling by car through our areas. This would adversely affect restaurants, hotels, rental cars, service stations, historic venues, recreational sites

and retail in general.

4. Value : At the meeting last night, AAF was unable to share what they believed to be an approximation of the cost of this passenger rail service from Miami to Orlando International Airport. The response was “we don’t have that information but it will not be as much as a plane ticket and we hope to be approximately the cost of driving.” Until the cost is fully weighed against benefit this project should not be allowed to progress.

There is not one thing about this passenger rail service that makes sense to a large majority of residents of Martin, St. Lucie, Indian River or Brevard Counties and, most likely, Palm Beach County. This creates no economic advantage to our area, creates significant safety issues and creates substantial costs to local governments of all counties impacted wherein we have no say in the matter. This appears on all levels to be an ill-conceived project with benefit not befitting the return.

These environmental impacts can be mitigated by running the tracks west of the communities of the Treasure Coast

We just cannot afford this poorly developed model which benefits few and creates multiple adverse affects on many.

Sincerely,

Richard Wallace

1578 SE Ballantrae Court

Port St Lucie, Florida 34952

From: [Brittanie Ockerhausen](#)
To: AAF_Comments@vfb.com
Subject: Opposition to All Aboard Florida proposal
Date: Wednesday, December 3, 2014 10:44:44 PM

Dear Federal Railroad Administration,

I am writing to express my opposition and objection to the current All Aboard Florida plan to run a passenger train service from Miami to Orlando along the Florida East Coast (FEC) railway lines.

The current plan expresses a blatant disregard for the negative impact that will be felt by the numerous local communities through which the trains will be traveling. The FEC lines run close to the coast south from Brevard county. The population of Florida congregates along the coast to appreciate the coastal breeze, access to the water and enjoy the environment. The increased passenger trains will result in traffic delays for residents and delays in deliveries for local commerce. The noise impact to local residential communities will result in a decrease in property values and quality of life. In addition, there will be negative impacts on the marine industry due to the numerous bridge closures that will delay marine traffic which is a vital industry and tourist draw for the state.

The FEC lines were laid during the early 1900s. The purpose was to develop commerce and provide transportation. However, at the time, the population of the state was nowhere near the population currently living along those same tracks over 100 yrs later. The population along the coast has exponentially expanded during the past 100 yrs. The current proposal has not factored in these changes. The residential communities of Florida have grown along the coast. The number of people who will have convenient access to use the proposed train service is small in comparison to the large number of residents who will be negatively impacted by the trains yet unable to benefit from the service.

New transportation infrastructure is needed in a state which lacks mass transit systems. The idea of providing a bullet train service to expedite travel is welcome because time is a major factor in everyone's life. However, the transportation should be built further inland outside of residential communities near existing expressways such as I-95 or the Florida Turnpike. Emergency mass transit should be a consideration and be available during times when residents are being threatened by the impacts of potential hurricanes. If a route is too close to the water impending hurricanes would hinder rail service during times of emergency and evacuation. Finally, foresight should be exercised in consideration of accommodating future expansion to add additional stops, add vehicle parking for passengers who would use the train and increase overall access for more residents.

Mass public transportation is needed. However, it is not beneficial if it negatively impacts the local communities which would have to tolerate numerous inconveniences and not be able to benefit from the service. I ask you to reject the All Aboard Florida proposal to implement a passenger train service along the Florida East Coast Railway lines.

Sincerely,
Brittanie E. Ockerhausen
Treasure Coast resident